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Maily Press.

Hongkong, April 6re, 1966

THE British Admiralty, frightened out of its seven senses by the continually increasing annual expenditure made necessary by the efforts of certain of the Continental Powers to increase the power of their naval forces, has taken the very sensible step of separating certain home services from the general Navy Estimates. Why, for instance, it argued fairly, should the whole of the scientific expenses of Greenwich Observatory, and more markedly still the cost of the home Coastguard, be counted in the naval though Greenwich Observatory was oriitself merely to navel matters, and concerns more to do with the Navy than has the may fairly become a question to be mooted policing of the city of Birmingham. So at the approaching meeting of the delegates far for the Navy itself; whose duties are to from the Colonies. This conference was to superintend and protect the enormous sea- have taken place during the next summer. borne commerce of the British Empire: and but the remarkable volte face exhibited in this statement at once raises the further the recent Election has rendered a postquestion: Why, seeing that the Empire ponement inevitable. Perhaps we may find a consists of so many units which, although | grain of consolation even in this. Had the controlled by a strong central power, are Unionist Cabinet remained in power their yet in many respects, especially financial, opponents were apparently prepared to throw independent of the central control, should every obstacle in the way of an underno attempt be made to apportion expenses tanding. With the change of government

ficet was kept up, it may be said, merely advisability of a recognition of defence to Great Britain became a matter of national necessity. But not one of the presence of the flect in Mediterranean or is a hopeful sign for the future. other waters. Except as a check on the projected union of France and Russia in An overland march on Indie, the fleet might as well be at Barbadoes as in the Mediterranean Sea. Australia as a colony was not even thought of, the Cape had only just come under British sovereigney, and Canada was thought worth only a few frigates to protect the town of Halifax; and many case did not concorn herself about the European stations of the floot. At the present day, of course, all this is changed. The Mediterranean is the highway of British. commerce not only with our great dependency of India, but with a large proportion of the Pacific, and its influence in merely European politics has shrunk correspondingly. This is well shown in a single incident. After the completion of the great naval manauvres of the summer the Admiralty decided that only four battleships should for the time be left in the Mediterraneau fieet. Even a quarter of a century ago the whole British nation would have risen in indignation at such a proposal Except the complaints of those immediately concerned for private reasons, the explanation that it is more important at the moment to strongthon the North Sea fleet has been held sufficient, on the understanding that no permanent weakening is intended. The Mediterraneau fleet has it, own special function, but at the instant that being secure, a momentary withdrawal in a cause where France is equally interested with ourselves is viewed with complacence. The exception here, as in many other cases really goes far to prove the rule. But in the view of the great-interests of the Empire at large it is clear that the Mediterraneau fleet, on which now lies the burden of preserving the main communications of the Empire at large, though it has diminished in importance when viewed merely from the Four Seas, has now an importance as affecting the Empire which it never before possessed. In the same light we must view the China fleet, though to a certain extent that name is a misnomer, as it has, according to present arrangements, to oversee the whole of the North Pacific. Seventy years ago the ships flying the British flag in the Pacific were communed to a few East India-men and a still smaller number of what were called "country ships" owned by natives of Iudia, and their voyages never went beyond the port of Canton. Novadays our port of Hongkong boasts that in the number of vessels entering and clearing it is the first in the world. Now the larger number of these ships sail under the British flag, but even those flying the British flag are not all owned within the Four Seas. and outside even this, a not inconsiderable number carry the flag differenced for one or other of the great colonies. The trade of the modern Pacific is in effect the trade. of the Empire, even more distinctly than expenditure of the Empire? Clearly, it is the trade of the Three Kingdoms, Even in that large portion that has its ginally started in the entire interest of the headquarters in the British Isles the British Navy, it has long since ceased to apply resident on the Pacific coast engaged in building up the British Empire in these itself mainly with matters of scientific distant regions has his share of the proceeds, interest, which every nation nowadays, while a by no means inconsiderable portion whether naval or not, considers has a call of the trade is between the British Colonies on the national resources. The Coastguard, | themselves, and never sees the British Isles. though occasionally on an emergency it has Every year, then, the British Navy is been used by the Navy temporarily as a becoming more and more Imperial, and less means of supplying deleted crews, has European, and it would not be either a otherwise no connection with the Navy, uscless or uninteresting task to ascertain and its upkeep as a matter of protection of within approximate limits how much of the the Customs revenue, and the mere policing cost is fairly chargeable to British, and how of the coasts of the Three Kingdoms, has no much to Imperial uses. The whole question

to the relative necessities of each case

| and the accession to office of the previous t More particularly is this the case with "outs" the latter, willingly or unwillingly, Burman. Like the Greeks of old, naless they respect to the great fleet which Great have felt compelled to take up the burden, are absolutely forced to work, they much prefer Britain is by the necessities of her position and it is now announced that though bound to keep in the Mediterraneau Sca. postponed it is to be held a year later. In the days of Neuson the Mediterranean That necessity has at last indicated the in the interest of the home country. Imperial element in any future schemes NAPOLEON was threatening with his Con- of defence must be a source of som's tinental military combinations the very little satisfaction to all lovers of their existence of the British Isles as an independ- country. Even three years ago the task ent Power, and the preponderance in the seemed hopeless, even now there are Little Mediterranean of a British squadron as a Englanders who would view with some amount of satisfaction the reduction of the British Empire to the Four Seas; but the British dependencies outside the Four Seas | evidently unwilling concurrence of that were in any respect interested in the party in the new Cabinet with the inevitable

> There were three plague cases yesterday, making the total to date 116.

A rare orchid specimen fershed 1,150 guiness. at a London auction, constituting a record bid for orchids.

visit the Kowloon Water Works on Saturday

The electric light has been installed at Kowloon Bowling Club. The pavilion has been equipped with a number of lights, but the most interesting innovation is the placing of arc lamps on the greens, which will afford illumination for open air concerts, etc.

The Viceroy of Szechnan, Hsi Lianz, wired to a student named Lu Yuch-ting, who has been studying engineering in America, to return home and take up railway engineering here. He will first be engaged for the Hankow-Szechnan line, and he has already reached Shanghai.

Messrs. Shewan, Tomes & Co., agents for the Chinese Engineering and Mining Co., Ld., have received a telegram from their principals in Tieutsin, intimating that the company will pay the passengers sing her praises with unanimity. an interim dividend of is per share free of tax for account of the year ending 28th February, payable 1st May.

There was quite a procession from West Point Police Station to the Police Court yester. day. No fewer than 49 prisoners were conducted to the place of trial, while European, Indian and native police in charge numbered 27, a gang of eight coolies, carrying the productions bringing up the rear. As the party moved through the streets, the pavements wer crowded with speciators.

By kind permission of Lieut.-Col. C.H.U. Price, D.S.O., Commandint, and Officers of the 129th D.C.O. Baluchis the Band of the Regi ment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at

1			v v
i	March	"Blue Bell,"	Die
		The Bohomian Gul,"	
	Dance	· Edina,"	Vandervel
		"Tne Messenger Boy,'	
		" Dreamy Eyes,"	
	Gavotte	"The First Kies,"	Schuber

The Chinese Board of Panishment in consequence of the Edict issued last year abolishing bambooing and substituting flues, directed each of the provinces to contribute up to Tle. 100 a month from each of the principal districts out of the fines, which money would be use . to make a monthly allowance to all the members of the Board. This money having now been sent up. the President's allowance is fixed at Tls. 160. the vice-President's at 'Tis. 120 and the subordinates' from Tls. 20 to Tls. 60. Evidently some "reforms" are popular.

Thirty Chinamen who were arrested on 26th Feb. during a raid on gamblers in Liverpool were brought before the stipendiary magistrate next day. Two of the prisoners were discharged, the charge against them being withdrawn. About 25 were bound over in their own recognizances not to frequent gambling houses, they did not keep the recognizances, they would be looked up in a compound at Walton Gaol, and might perhaps be repatriated afterwards as undesirable aliens, well and good. through the interpreter, the men were told by the stipendiary to get away to their laundries.

Subway consumption is the latest disease with which New Yorkers are threatened, according to an excellent scientific authority, and now that London has trams that "go to earth" like the conies, we may hear of it in the English capital. The danger lies in the fact that the friction of the shoe against the third rail and of the brake; on the wheels loosens quantities of steel dust It is estimated that for every mile of the subway a ton of this dust is let loose in the air of every tunnel every month. Autopsies on the bodies of two track walkers who were killed in the subway recently revealed this new subway peril. The lungs of these two men had been destroyed enter the lungs and cause inflummation of the tissues, thus diminishing the capacity of the lungs and producing fibroid consumption. The trainmen employed in the subway, such as track | interesting event. walkers and ticket choppers, and in a less degree among other employes and remotely in time regularly.

We often hear of the incurable laziness of the to go gracefully idle. The following is a comparison between the Chinamau and the Burmau in this respect :- Not long ago a few Chinese carpenters were employed in extending a house the in Rangoon, and just across the road was a group of Barmans similarly engaged. The Celestials, who had the harder part of the two finished it in about a week. On the other hand, Jack Burman & Co. (Limited) lounged about, formed picturesque little groups-three mon sitting smoking and doing nothing, and a fourth standing by assisting them-ind took a month

to complete the job.

It is a common thing for people who are hypochondriac, or are unduly inclined to coddle themselves, to profess that being out in the night air is in some mysterious way not good for them. Such people shut all their windows as tight as they can get them, and as likely as not keep a bright lamp blazing in their bedroom, apparently for no other purpose than helping to make vitiated air evan much worse. A lamp is equal to at least two extra people sleeping in the room. This is, of course, all wrong, and there is high authority for that to show that A party of Sanitary Institute students are to | night air is really beneficial. Speaking at the Institute of Hygiene in London on Feb. 25 in the course of an address on "Fresh Air and Ventilation," Dr. Somerville Hustings remarked that "it was a popular delusion that night air was bad. This mistaken belief had its origin in the days of mythology. It had been shown by actual scientific observations that so tar from night air being noxious, it often carried but half the microbes borne by the atmosphere during the day.

THE NEW P. AND O. STEAMER

The Devanha, the last of the four new vessels built specially for the Far Eistern service by evening with the English mail, This, her maiden voyage, has been emineutly successful With her accommodation almost taxed to its uttermost, the vessel behaved splendidly, and From the description which we gave this week it will be understood that the Devanha is of the same type as the other new vessels, being distinguished for her wide sweep of decks, up-to-date conveniences and every comfort which can be expected on board. She has perhaps a few improvements not found on the others. She steams very steadily and those on board say they were hardly conscious of her moving. From Colombo onwards great heat was experienced, greater than usual, up till Wednesday, when the weather became decidedly cooler. There were a out 180 passengers on board.

It is rather remarkable that there are four P. and O. steamers in port at present-two at the wherves and the two mails in the stream, while the Ceylon should be here to-day.

R.G.A. SPORTS.

The Royal Garrison Artillery held the first of two days of sport on the Hongkong Football Club's ground at Hoppy Valley yesterday afternoon, when the minor events and heats were decided. There was a large number in attendance, and the weather was all that could be desired. The dullness of the matshed was relieved with bunting, while light and strong refreshments were served in the many booths. The events were kept well up to time, the committee responsible for the management being-Captain F. S. Butcher, R.G.A., president, Captain C. G. Veroker, Lieut. R. S. Lucy, Lieut. H. P. Garwood, Lient. G. H. W. Dobbyn, 2nd Lient. E. Cummings, Subadar Muhammed All. Mr. Gr. (W. O.) F. J. Champion, Regtl. Sergt.-Major Tuchy, C. S. M. (f. G.) Eldred, Mr. Gr. Gainher, Sergt, Bayliss and Sergt, Taylor.

Numerous entries were received for the long

jumping compatition, which was won by

Sergeant Bayless, H.K.S.B., with Br. Kerrick of the 88th Co. second, and Gr. Cochrane of the called up at once, and the balance as may subsesame Co. third. The distance covered was and the others were remanded till next day. | about 17 feet. The heats in the whoel race were The magistrate humorously remarked that won by Grs. McIntyre, Brown and Bishop, who there was some danger nowadays in binding | will compete for a win to-day. The hurdle extent of ten times its paid-up capital, but must Chinamen over. If the interpreter could race, which will also be run off to-day, is open to explain to them that there was no taint of Sergeant Bayless, Gre. Cauter, Brotherton, slavery in their b ing bound over, but that, if Brown, Stevens and Br. Kerrick. The half mile flat race, open to members of the R.G.A. only, was won by Br. Heard, with Gr. Clease second, and Gr. Andrews, third: time 2.13% Times. Br. Heard was again successful in the mile, A satisfactory assurance being forthcoming Gr. Andrews being second, and Gr. Lee third. In the final of the sack race Gr. Walker was first, Gr. Welling second and Gr. Brown third. Putting the weight proved au item of interest, and Gr. Wilks' put of 32ft, 10 inches won the first prize; Gr. Bishop took the second, and Gr. Butler the third. The quarter mile flat race was covered in 162 secs the runners passing the tape in the following order-Stevens, 1; Clease, 2; Wilks, 3. The honour of a win in the veterans' race fell to Gr. Brown, Gr. Bailey teing second and Gr. Barke third. The half mile open to native regiments of the Garrison was won by Jhinea Singh, with Mahomed Khan second and Jabil Khan third. The sack fight will be decided to-day, when Cambridge's team of ten picked men closes in combat with the ten under by the steel particles. Dr. O'Hunlon in report. Brown. The final of the 100 yards race has from his Majesty's Consul at Newchwang that ing the cases said that small particles of steel also to be run off, the starters being Stevens, this applied to pursons only, and not to goods. Brown, Bayless, Andrews, H. Brown and results become manifest on pronounced cases in take place this afternoon, should prove an and he has despatched the Commercial Attaché

music during the afternoon.

ELEGRAMS.

[REUTER'S SERVICE.]

GREAT BRITAIN, FRANCE AND RUSSIA.

LONDON, April 23rd. The Times says that not a few Englishmen will hope that the Algerians Conference will further stimulate the policy of supplementing the Franco-Russian alliance and the Anglo-French entente, by the natural complement of a cordial Anglo-Russian understanding.

THE STRIKE IN AMERICA.

LONDON, April 23rd, The employers of 100,000 miners of

bituminous coal in America have increased the men's wages, and relieved the situation.

THE MOROCCO CONFERENCE,

London, April 23rd. The Italian delegate has been deputed by. the Conference to go to Fez to explain the decisions of the Conference to the Sultan, and to obtain his adhesion to them.

THE ELECTIONS IN RUSSIA.

LONDON, April 23rd. Upwards of 60 per cent, of the electors in St. Petersburg voted yesterday. The authorities refrained from all interference.

THE FORMOSA DISASTER.

BUEVIVOR'S NARRATIVE.

Interesting particulars are contained in a etter from Taipen to the Osaka Mainichi. dated March 2ist. The writer states :-- " Early on the morning of the 17th inst, the inhabitants of the P. and O. Company, arrived here last the neighbourhood of Kagi were startled by several slight shocks of earthquake, followed by a very severe shock at 6.5 , which was accompanied by lond subterraneau explosions. The shocks continued at intervals of from five to ten minutes all day; from about seven to nine o'clock 24 shocks were counted. The earthquakes continued throughout the day following, but absted on the 19th inst., and the area devastated extends for about 30 square miles. the centre of the disturbance being Kagi.

"The country to the north of Shokwa was entirely free from disturbance, and in the vicivity of Taipeh a slight shock was felt by a few persons. At Tainan and the district to the south a very slight shock was also experienced by some of the inhabitants, and when the news of the disaster at Kagi reached Tainan they were astonished. For a radius of about five miles from the village of Getsubitan the country was devastated. The surface of the earth cracked in all directions, mud and water obzing forth. and for about three hours the water spurted up several feet high. In some parts the land aubsided and lakes were formed, and in other places the exading mud and sind formed hillocks. The total number of houses in the Kagi district was 40,007; of these 4,419 have been completely or partially destroyed, excluding the damage done in Tosekiko and Kotaiho."

THE INDUSTRIAL BANK OF JAPAN.

Dealings took place on the basis of 64 to 65 for the 50 yen (£5) share, in the shares of this company, the capital having been recently increased with a view to the important part that the bank will play in connection with the introduction of foreign capital into Japan. bank, which is known locally as the Kabushiki Kuisha Nippon Kogyo Ginko, was established by the Government of Japan in 1902, by virtue of a special enactment passed by the Imperial Dist, the Government guaranteeing a dividend of 5 per cent. on the paid-up capital for the first five years of its existence. The president and directors of the bank are appointed by the Government, which also supervises its business. The Japanese Government is desirous that this bank shall become, under its supervision. the recognized channel for the introduction of foreign capital into Japan for the development of sound Japanese undertakings. It need hardly be said that this official supervision will be eminently beneficial to the interests of British investors. The capital of the bank will now consist of 350,000 shares of 50 yen each, of which 100.0 0 shares will be allotted to the present shareholders in Japan. On these shares 25 per cent, will be quently be determined. The remaining 250,000 shares will be fully paid up, and of these 150,001 shares have been placed here. The bank has power to issue debantures to the obtain permission of the Minister of Finance before making an issue. The amount of debentures outstanding at the end of the last

MANCHURIAN TRADE.

financial ha'f-year was 8,805,0 0 yen (£880,500).

Its dividend for the last financial half-year was

at the rate of 7 per cont. per annum; for the

two preceding years 6 per cent. was paid. -

Sir E. Grey, replying to Mr. F. E. Smith. who asked whether he is aware, or has received any complaints, that the Japanese authorities are preventing foreigners, other than Japanese, from proceeding into or landing at any port in Manchuris or sending any goods into the interior of Manchuria, and thus seriously interfering with British trade; and if so, whether he will take steps to prevent such interference by the Japanese authorities, whether a date has been fixed for the evacuation by the Japanese troops of Chinese territory, which prevents the free exchange of commerce between British traders and Chinese merchants, says : - Complaints have been received to the effect stated in the question and representations were made to the Japanese Government at the time on the subject. They expressed their regret that the prohibition was rendered necessary by the railways being required for the movements of Japanese troops; but it was understood from a report received On the receipt of more recent complaints that Canter. Some strong pulls were witnessed in the prohibition is being enforced against British the tug-of-war contests, and the one between merchandise, his Majesty's Minister at Peking the 3rd and 88th Co's. R.G.A., which is to has been requested to inquire into the matter. to his Mejesty's Legation to make investiga- Dr. Knappe. After a State dinner, the Em-To-day is the principal day of the sports, tions at Newchwang and to furnish a report. peror had for three-quarters of an hour a and judging from yesterday's attendance they | The evacuation by the Japanese troops of promise to be well patronised. The band of the Chinese territory is fixed to take place 18 months among the passengers who use the subway West Kent Regiment will play selections of from the signature of the Treaty of Portsmouth of August 23, 1905,

SUPREME COURT.

Thursday, April 5th.

IN SUMMARY JUBISDICTION.

BEFORE Mr. A. G. WISE (PUISNE JUDGE). A DISCREPANCY,

W. Shewan and Co., sued the Sze Loong firm to recover the sum of \$172 due on a promissory

Mr. Otto Kong Sing appeared for the plaintiff, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist), for the defendants.

Mr. Grist said it seemed there had been a coneiderable number of transactions between the plaintiff and the defendant, and a considerable number of promissory notes had been given by the defendant to the plaintiff.

His Lordship-Didn's this case come on in another shape or form before?

Mr. Grist-Yes, it came before your Lordship before in the form of a claim for goods sold and delivered. I am quite sure if they had set up on the promissory note I would have been entitled to judgment. It would take a considerable amount of time if we went all through the accounts before your Lordship tosee where the discrepancy occurs. We say we have paid 'the amount in full, so it seems to me a matter entirely of account and I submit it would save a considerable amount of time if

your Lordship would refer it. His Lordship-Whom are you going to refer

Mr. Grist-I would suggest the Court shroff.

The notes are all in Chinese. Mr. Kong Sing said his client was quite agreeable. He said that the money was on.ng, and would produce his books.

His Lordship-Very well, the matter will be referred to the shroff and the case adjourned.

> POLICE COURT. Thursday, April 5th.

Before Mr. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

Tam Fuk, a boy of 15 years of age, was ordered to receive twelve strokes with the birch red and to be detained for 48 hours. GAMBLERS.

Twenty men were charged with gambling at 21 Queen's Road East. The first and second were fined \$75 each and remainder \$2 each.

A raid made on the Ko Shing Theatre resulted in the capture of 41 gamblers. The principal was fined \$50 and the others \$2 each.

ALLEGED INFRINGEMENT OF TRADE MARKS. The hearing of the case was resumed in which three Chinese men and women were charged with infringing the trade mark in connection with American flour. The case for the prosecution was that the defendants were found unlawfully transferring flour of the Red Seal brand into White Lily bags. Mr. J. Morrell, from the Crown Solicitor's office, appeared to prosecute, and Mr. Holborow (from the office of

Messra. Deacon, Looker and Deacon) defended.

Mr. Holborow, in or saing the defence, said that he hoped to be able to show that the present was not a case that the Ordinance was ever intended to meet, and was absolutely free from any intention to defraud whatever. Three of the defendants were fokis of the thin On Wing firm, which carried on a very extensive business in various brands of flour. In Dec. last 40,000 bags of flour were shipped to them by the Minnesota, of which upwards of 2,200 bags were White Lily. Of thes a large number were damaged by water and a number of sacks were opened. This was usually the case, and he would show that it was enstomary to ship two per cent. of empty sacks to cover breakages. Those sacks were deposited with the purser and were given out by him according to the breakages. The damaged flour was refused and insurance was paid on it. In this particular instance about 3 0 bags of White Lily were broken open. On the day before the steamer railed the purser was found to be short of White Lily bags. He, however, had some of the Red Seal brand, and the head foki without consulting his master bagged the White Lily flour in these sacks. The flour was put into the godown and it March this year sold. Then in taking the flour out of the godown the flour packed in Red Seal bags was re-bagged in White Lily bags which had been obtained in the meantime. This was what was happening when the police arrested the defendants.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

TEN TO ONE.

Adjourned.

A fend at the Dairy Farm was revealed through seven coolies being charged with assaulting a Hakka coolie. Apparently they had played a practical joke on the Hakka, which he failed to appreciate. Ten of the others set on him and belaboured him so severely that he had to be removed to the hospital. Seven of his assailants were captured. They were each fined \$3 and bound over to keep the peace for

KAISER RECEIVES CHINESE COMMISSIONERS.

The members of the Chinese Political Commission were received on March 24th by the Emperor and the Empress of Germany at an audience, and were invited to lunch. The Commission took valuable presents. They arrived at the palace in a State carriage. Their reception was most hearty. Among those present at the audience were: The Crown Prince, the Crown Princess, Prince von Buelow, Baron von Tschirsky and Bogendorf, the Foreign Secretary, Herr Muchlberg, and conversation with the Commissioners on the task before them. The first class Order of the Crown was conferred on the Ambassador. Dai Tuan-fang.

CANTON.

<u>___</u> FROM OUR CORNESPONDENT.

April 4th KWANGTUNG'S GOOD EXAMPLE.

The gentry and merchants of the Chekiang Province have sent a petition some time ago to the Poking Board of Commorce requesting them to memorialize the Throne to grant them] the privilege of constructing and controlling the railways in their province. An Imperial edict was issued granting them their application, and a large company has now been formed to proniote industrial enterprises. Canvassers for shares have been sont everywhere, and the company has advised Viceroy Shum that Expectant Tactai Li Chit-tsun has been appointed as agent of the company in Canton. UNOFFICIAL METHODS.

The German Consul here has sent a despatch to Vicercy Shum stating that on the 20th day of the 2nd moon he read a notice in the Yeong Shi-Po alleging that a Protestant missionary, a German subject named Kwok Yu-kin, had sent plans of ground reclaimed in front of his church which did not correspond in area to the actual ground reclaimed to the Nam-hoi magistrate for registration as church property. the matter until he read the above news in the cooked food from hawkers in the streets. nowspaper and requests the Viceroy to inform his subordinates that he has instructed the German missionaries not to deal direct with the officials in future, and that should any communication be sent hereafter direct to the authorities to take no notice of them and to return them to the sender. Vicercy Shum has consequently given instructions to all the officials that no letters addressed to them direct should be received in future, so as to avoid complications.

We understand that such documents, when forwarded through the proper consular channels, often do not return from the Chinese for six months or more. When the applicant sonds a Chinaman direct, and pays a "aqueeza," they are stamped and registered instantor.—Ed.

BOYCOTT BTILL IN FORCE. The scholars of the different schools and colleges of Canton have decided to use materials other than of American make for their summer uniforms. Tailors and outfitters who shall be found to use American drills shall be beycotted.

"CHINA MERCHANTS" ENTERPRISE. Amongst the many properties seized belonging to Chau Tung-sang there is a fine spacious godown situated on the foreshere of Fong Chuen. The depth of the river at that place is sufficient to permit large steamers to come alongside. It is said that the China Merchants' Steamship Co. have applied to the Vicercy to rent the godown and to build a wharf there for their steamers:

A CHINEBE CRUENT WORKS.

· I reported some time age that Viceroy Shum had cancelled a lease hold by Fang Wa-chuch to quarry stones from Fi-Shu-Ngan in the Fa-Yuen district on the plea that it was Government property. The stone is used to make cement and the Viceroy has decided to establish a coment factory in Pong-chuen and has appointed directors and assistant directors to supervise the installation of the factory. The Prefect Chan Mong-tsang and Tuotai Wen Tsung-yao are-among those appointed by the Viceroy. A site has already been selected behind Chau Tung-sang's godown (Yew Kee).

BIG RECLAMATION SCHEME. Viceray Shum proposes to reclaim the foreshore from Chan Tan Tsui to Pak-Hin-Hok (near B. & S. godowns in Honam).

ENTERTAINING MEN OF THE FRENCH AND JAPANESE FLEETS.

Mr. J. R. M. Smith, the Hon. Treasurer the Frevisional Committee, acknowledges receipt of the following subscriptions:---

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LATEST STEAMER MOVEMENTS.

Yokohema on the 7th April, and may be expected at this port on the 18th inst.

day, the 4th inst., and may be expected here on or about Wednesday, the 11th inst. The steamer Arratoon Apear from Calcutta left Singapore on the 4th inst.; and may be expected here on or about the 9th insta

due to arrive at this port on Friday, about 7 p.m The C.P.R. str. Empress of China arrived at Kobe at 10 a.m. on Wednesday, the 4th April, and left again at 3 p.m. same day for Yokohama. where she was due to arrive at 3 p.m. yesterday,

the 5th inst. The Silk ex C.P.R. str. Empress of Japan which left Hongkong on the 7th March, and Yokohama on the 16th March, arrived at New York on Tuesday, the 3rd April, thus making a transit of 27 days from Hongkong, and 18 days from Yokohama.

SINGAPORE LAW UNSATIS-FACTORY.

At the meeting of the Singapore Legislative Council on March 23, the following report of the Committee appointed to consider the question of the regulation of street hawking was laid on the table: The Committee are of opinion that the present law concerning street. hawkers is unsatisfactory. This law is contained in Section 22 of "The Summary Criminal Juri diction XIII. of 1872" which runs, "Whoever exposes for sale or sets out in or upon any stell, booth, showhoard, eask or basket, or otherwise any most, fish, vegetalbe fruit, groceries or any other thing whatsoever, so as to cause obstruction in any public thoroughfare, or so as to make the use of any public thorough fare less convenient shall be liable to a penalty not exceeding twenty-five dollars;" and under it hawkers are in many cases arrested and punished although the obstruction which is caused by them is I no importance We are of opinion that hawkers are a great convaniance to the poorer classes in the towns and that, speaking generally, it is only when they attempt to ply in or close to the main thoroughfare that they cause such obstruction to traffle that action should be taken against them.

We believe that the majority of the poorer families in the towns who keep no servants who can be sent to market, buy their vegetables and most from hawkers who come to their doors and that the majority of the The Consul states that he knew nothing about coolin class buy at least one meal a day of consider that the Municipalities are the proper authorities to decide the streets and places in which hawkers should or should not be allowed to trade. We see no objection to the erection of stalls at night-time in certain streats in "Chinatown," but we consider that a fee should be payable for permission to so occupy any part of a public place if only to cover cost of seavenging We think it desirable that several of the vacant spaces in the town near to main thoroughfures (some of which are Government property) should be prepared for occupation by hawkers. Such a measure would be of great convenience to the public. It would be necessary that part at least of such spaces should be reefed over.

With regard to "peripatetic" hawkers men who travel with baskets or (like pork butchers) with a table which they put down from time to time while conducting sales-we recognize a difficulty in that the hawkers and the police appear unable to arrive at an understanding similar to that arrived at in London between pryoment-sollers and constables. A London constable only "moves on" a pavement-seller when he genninely obstructs traffic and the seller when "moved on" always moves. On the whole we recommend that the Manicipality be empowered to entirely forbid hawking in places where absolutely necessary to do so, and that elsewhere the men be left alone unless causing genuine and material obstruction.

We recommend therefore the repeal of Section 22 of "The Summary Criminal Jurisdiction Ordinance XIII, of 1872" and the addition to the Municipal Ordinance of Sections forbidding the erection in any street or public place of any stall for selling food or goods, or the occupation of any portion of any street or public place for such purpose without a licence so to do; (ii) authorizing the Municipalities to issus licences for the erection of stails for the sale of food and goods and the occupation of areas for such purpose in streets and places specified from time to time in bye-laws at hours so specified and to charge fees for such licences; (iii) authorizing the Municipalities to schedule by bye-law places and streets or portions of places and streets in which al hawking is forbidden.

We believe that if our proposals are adopted the Municipalities, acting in conjunction with the Chief Police Officer, will be able to frame bye-laws which will legalize the position of those hawkers who cause no real inconvenience to any one and who are of great service to a large section of the public, and that the duties of the police in this respect will be lightened by the abolition of a provision of law which it is impossible and very undesirable to rigidly enforce.

ROYAL COLONIAL INSTITUTE.

The annual general meeting of the Fellow, of this institute was held last mouth in the library of the institute. Mr. Frederick Dutton presided, and those present included Sir Frederick Young, Sir J. West Ridgeway, Sir George S. Mackenzie, Sir Albert Hime, Major-General Sir Henry Green, Sir Navile Lubbock, Admiral the Hon, Sir R. R. Fremantle, Sir Roper Parkington, General Sir R. Harrison, by the Manchurian carrying trade, but if there Sir C. Clementi Swith, Sir Henry Bulwer, Sir E Nool-Walker, the Hon, J. G. Jonkins (Agent-General for South Australia), and Mr. J. S. O'Halloran, secretary. The obairman, in moving the adoption of the report, referred to the visit of the Prince of Wales (the President of the Institute) and the Princess of Wales to Ludia, and expressed the opinion that it would be productive of the most beneficial At the end of the year there were 4.491 Fellows on the books-a record number. The finances were in good condition. The balance of the loan of £35,000 raised in 1886 for the acquirement of the freshold of the institute premises would be paid off in July next, thus freeing the institute from all debt. This was 20 yours in advance of the time originally contemplated, and the consequence would be a saving to the institute of about £15,000 interest. The Duke of Counsupht. who presided at the last annual diener, had consented to become one of the vice-presidents. Alluding to the subject of emigration, on which "General" Booth had addressed the Fellows a to the programme indicated, a good field for week ago, the chairman said that in this country unemployment must be regarded in a greater or less degree as a permanent condition of things. Emigration, properly and systemstically conducted, was a mothed of alleviation which possessed his strong sympathy. By means of it a bridge might be constructed between the mother country and the different parts of the Empire and the unemployed be provided with remunerative occupation in the various Colonies. But to ensure the success of the scheme The steamer Hongkong Maru will sail from it was necessary that it should be systematized and that proper arrangements should be made at home and in the Colonies. The matter might The steamer Aker left Singapore on Wednes- he thought, form a fitting subject for discussion at the next Colonial Conference. The progress of the library had been well maintained, and amongst the recent additions to it had been a set of Colonial Law Reports. The council had again been in communication with the Govern-The P. M. S. Co.'s steamer Manchura sailed ment as to the levy of double income-tax, and from Shanghai on Wednesday at 5 p.m., and is had submitted that the whole question duplication of taxation within the Empire could with advantage form the subject of inquiry

> Prince of Wales was re-elected president. When a woman reads a serious book it is usually to improve her mind; a man generally reads to find out how to do it.

The Lords Commissioners of the Treasury had

however, intimated their inability to reconsider

their previous decision on the question. Sin

Roper Parkington seconded the motion. The

FUTURE OF VLADIVOSTOK. NORTHBRN MANCHURIA AND AMERICAN

ENTHEPRIBE

Russia's renewed attempt to establish a permanent foothold in Northern Manchuria by making Vladivostok the port of entry, thereby off-setting the loss of Dalny and Port Arthur, is described in an official report made public at the State Department in Washington on the 4th inst., which report recently reached Washington from one of the Department's agents in China

The report expressed the belief that this will redound to the development of American trade, and will result in a great curtailment of the importance of Shanghai as a distributing point. The extract made public at the Department

Since the conclusion of peace between Russia and Japan there has been much speculation in the foreign community of Shanghai as to the future opportunity for trade and development in Manchuria, and therefore the negotiations between Japan and Chins on the one hand, and diplomutic moves of Russia at Poking have been watched with the closest attention.

"As soon as the way to Vladivosto's was open, there ensued a rush of steamers from Shanghai, Tsington, Chefoo, Tientsin, Nagasaki, Kobe, and Yokohamo, and as a consequence the immediate demand for merchandise was soon satisfied. Then came the riots both at Vladi vostok and Harbin, followed by the ice closing the port entry. These discouraging factors drove many of the traders away and left a luxuries as are indicated for the Russians, still demanding staples for the natives, and is off-ring a great chance for development.

"Such is practically the situation to-day, and period three months from this date will see Northern Manchuria eager for that which is now believed to be the beginning of a new ora, which will last a few years at the least.

"No one knows what Japan intends to do in Southern Manchuria, either in the way of trade or in development in connection with her por tion of the Chinese Eastern Railway and the new line that is to be built thereto to connect with Corea. Russie, for the benefit of her portion of the Chinese Eastern Railway, for her own political affairs in the Far East, and perhaps for the sake of affording a contrast is letting everybody know what her aim and ambition is. It may be well to point out what is the field for the development new being

advortised by Russian agents. "The Chinese Bustern Railway, which leaves the old and original survey of the Trans-Siberian Railway at Nertchinsk, crossed the Manchurian border at the station since called Manchuria and then by a south-eastern course runs through one of the most fertile areas on the continent to Harbin, and from thence on to Poyranitzuania (border), thus reaching Siberia again and joining the Usuri Railway (a part of the original | or Trans-Siberian route and now running to Khabarovek, on the Amur River) goes to Vladivostok Through this Manchurian section there are vast stretches of rolling and level lands, great forests of fise wood of a merchant-

able kind and rich mineralised areas, "Even while Vladivestok and Harbin were burning, plans were hastening for the coming exampsign of development. The scheme advertised contemplated the establishment of a stesmship service which would make Vladivostok the home port, the welcoming and the protection of invested capital, the invitation to use the railway as the means of framaportation to Europe for the products of China, and especially of tea. These, in a general way, are said to be the plans, and the foreign agent has been given a free hand to put them into effect as far as the outside world is concerned. It is thus evident that the Government and the Russian owners: of this railway property are preparing to do a great deal towards making Vladivostok the port of entry and thereby making up for the loss of Dainy and Port Arthur.

"The dooks are to be enlarged, they say: godowns built and cargo lauding facilitated. This means competition with the Japanese, and an interesting condition will result. The Japanese merchant marine has apparently recognised this, and while Jayan's affairs are being adjusted in the former war zone, its steamers are getting ready to enter the Vladivostok trade also. If, therefore, the ports of Southern Manchurin should be forsaken and there should be a reversion to Vladivostok, it would seem that there should be a much botter future for a practically discarded port It is also argued by those who are interested in Vladivostok that it is naturally the port for American Manchurian commerce, being closer

and easier of access in every way. "Heretofore Shanghai has benefitted largely is the outcome indicated in the foregoing, China's greatest port will suffer. American cargo will be landed at Yokohama, Kobe, Moji or Nagasaki, or it will go direct. And there will be a great curtailment of the cargo at Shanghoi which is landed there for transshipment. That from Europe, via the Suez Canal, can also, with less expense, go to the

north direct rather than trans-ship. "It is already announced that the Chinese Eastern Railway will institute a system by which all charges at fixed rates can be paid in America for shipments to any point in Manchuris reached by the line.

"If half of the optimistic views of those who talk from the Russian standpoint concerning Northern Manchuria and the Chinese Eastern Railway come true, the world will speedily see that as a matter of fact Russia has suffered very little by the outcome of the war as far as it relates to her development projects in the Far East. In any event, in the immediate future Northern Manchuria seems, according American enterprise,"

OPENING OF THE EMPRESS FREDERICK INSTITUTE.

A Times telegram dated Berlin, March I says: The German Empress, accompanied by many members of the Prussian Royal family, were present to day at the opening of an | country, for which there are so many facilities, institution in Berlin for the higher scientific and at a cost of a few cents only, had they any practical education of members of the medical profession. The institution owes its inception to a project initiated by the late Empress Frederick during the last months of her life. and the new building in which it is housed will bear her Majesty's name.

In the course of an impressive speech at the opening ceremony, the Emperor said that he regarded beneficent institutions of this kind which were intended to fulfil the dying wishes and to perpetuate the memory of his lamented mother as furnishing some explanation of the mysterious dispensations of that Providence which had prematurely removed her from their midst. He trusted that the memory of the Empress, Frederick's death and the inspiration of her words would have the effect of opening up streams of blessing for the German people,

for centuries to come. King's personal interest in the new institution. quantities of fish or of pork, and that spices,

CANCER IN HONGKONG.

We have procured a copy of, the further correspondence relating to the Cancer Research (Colonies) Scheme, presented to both Houses of Parliament. Therein we notice that Hongkong claims a considerable space. H.E., in a letter to Mr. Lyttleton, states that the wishes of the Imperial Cancer Research Fund have been expressed to all the medical practitioners in Hongkong and South China. This letter accompanied a report by the Acting Principal Civil Medical Officer with regard to the relative incidence of the disease upon different races, Dr. Clark's interesting report showed that during the decide beginning 1895, total deaths from cancer and sarcoma was 119, equal to a death-rate of 4.45 per 100,000 of the population, which compared very favourably with the rate in Eng and, which for the period 1891-95 was 71.0 per 100,000. He added:-I quite recognise, however, that the facilities for a correct diagnosis of the cause of death are far greater in England than among the Chinese in tiongkong, and that our figures may possibly understate the case, but it is not probable that the disease is as prevalent here as it is in Eng-

. After giving the statistics relative to the disease, he continues-The most striking figures. however, are those obtainable from the records of the Public Mortuary. During the past 10 years no less than 15,365 post-mortem examina-tions have been made on the bodies of Churese dying in the Colony, and out of this total number only ten are returned as having died of market, which, while well supplied with such | malignant disease. These bodies cannot be said to be specially selected, though a small proportion of them are bodies removed to the mortuary during an apidemic of plague, under suspicion that they have succumbed to this disease. The bulk of them represent merely those Chinese persons whose deaths have occurred outside the a registered medical practitioner. The figures, is a very mild aromatic liquid, baving a slightly as they stand, represent a proportion of only | vinegary taste. 0.65 per 1,000 deaths, whereas, I believe, in England about 38 per 1,000 of all dea he are due to malignant disease.

land, and this is borne out by the mortuary

returns, which I will presently quote.

Our hospital statistics show that during the past five years 42 Chinese cases of malignant new growth were admitted to the (native) Tung Wah Hospital, and 31 Chinese cases worn admitted to the Government Civil Hospital, making a total of 73 cases. It must be remembered, however, that some of these cases. may have been admitted to hospital more than once, or may have transferred themselves from March 21st for repairs. The telegraphic one of these hospitals to the other,

Moreover, in considering both cases and deaths, it is necessary to bear in mind that, in addition to the population given in Table I., the following number of Chinese personswho are clasted as immigrants, i.e., persons arriving in Hongkoug by ocean-going steamers

11	their	way	back	100	Chin	(a)	may	fur	ui s
us	əs : — 🦠						-		
	1900		***	**!	111		121	322	
	1901					1.1	-129	030	
	1902	110						812	
	1903		***				140	551	
	19 4	***						195	
П	Distance				المراق التي			,	

There persons all land in Hongkong and remain here pending trans-shipment, staying meanwhile in registered emigration houses, and such of them as are suffering from disease dubtless find their way to one or other of the Vladivostok at once, steaming at full speed, but hospitals, while some no doubt die here.

With regard to the question of the age incidence of the disease, it will be seen from Table I. that 70 of the deaths occurred in persons over the age of 45 years, and 46 between the ages of 15 and 45 years.

From these figures and also from the consus return, which I quote below, it will be seen that the hypothesis suggested in paragraph 12 of the circular of November 18th, 1904, that malignant disease is rare in these races, because such a very small percentage of them attain ages exceding 45 years, does not apply to the Chinese in Hongkong, for at the last consus, taken in 1911, the age distribution of the Chinese population was as follows :-

0-15 years 17 per cent. 15-45 years 45 years and upwards ... 14 The corresponding figures for England (1891 census) in the urban districts were as follows 0-15 years 35 per cent

45 years and upwards ... The difference between 14 per cent. and 18 por cent, in the proportion of persons over 45 years of ugo would not be sufficient to account for the very great difference in the jucidence of malignant disease.

15-45 years

It may be interesting to add that out of 5,882 deaths of Chinese recorded in Hongkong last year no less than 712 were of persons over 60 vests of ago.

To anyone unacquainted with the Colony the age distribution of the population may appear remarkable, and I would explain, therefore, that Hongkong is peculiar in two respects, nam-ly (1), in having a high infant mortality, and (2) in the fact that the population is maintained and increases almost wholly as the result of the immigration of adults from the mainland of China. Thus it is that our percentage of children is low while our percentage of young adults (15.45 years) is very high.

The only fallacy attaching to the death returns, which I have quoted, lies in the possibility that Chinese suffering from malignant disease may return to their own country before they die, but our general experience with regard to other lingering illnesses is that the Chinaman whose home is here will remain here as long as possible, and will continue to do such odd jobs as the natura of his ailment will permit, or will be maintained by his relatives and friends, until he ultimately dies of the disease. This is borne out by the fact that there are nearly 6,000 deaths of Chinese yearly in Hongkong, and that nearly 28 per cent, of these deaths are attributable either to phthisis, to beri-beri, or to old age-the latter being persons well over 60 and not a few approximately to 80 years of age. All of these diseases, with the exception of a few of the more acute types of beri-beri, are such as would enable the patients to get back to their own overwhelming desire to do so. As a matter of fact, the sick persons who are hurried back to their own country are, I should say, those who are suspected by their friends to b developing on attack of plague or of small pox; the reason in such case being the rooted objection of the friends to the disturbance and discomfort attending disinfection of the premises, or perhaps the objection of the patient himself

to removal to hospital. With regard to predisposing causes I am inclined to think that in the case of a disease, in which the mean annual death-rate is only 4.45 per 100,000, personal idiosyncrasies are of more moment than the habits of the community, but of these former I have no information. As, however, the habits of the community may throw some light on the fact that the Chinese and that her remembrance would be cherished in Hongkong enjoy a marked immunity from malignant disease, I may say that they smoke the N.E. of Japan. Sir Felix Semon, who was present in accord- but little, in comparison with the European, thinks that there are many other things which | ance with the commands of King Edward, they practically do not chew at all, and their need improving more than his mind, and he referred in the course of some remarks to the diet consists in the main of rice with small

OUR SPECIAL

SCOTCH WHISKIES.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$28.00 . 4 CARTRIDGE (£5-15-04.) \$60.00

LONG. HING & CO..

No. 17, QUEEN'S ROAD.

"CLUB"

PUREST LIGHTEST

BLEND OF WHISKY SCOTCH FINEST OLD

\$14.00

THOROUGHLY MATURED

PER DOZEN.

IN WOOD,

H. PRICE & CO..

12. QUEEN'S ROAD CENTRAL.

peppers and hot chillies are not used by them to any appreciable extent. The Chinese "soy public hospitals, and have not been certified by or sauce, of which very little is used at a time,

> THE "SILVIA" AND THE MINE EXPLOSION.

> > CAPTAIN'S NABRATIVE.

The German steamer "Silvia." which recently atruck a mine when leaving Vladivostok for Odessa with troops, arrived at Nagasaki on accounts of the occurrence published were by no means accurate, says the Nagasaki Press, and that journal has been favoured with the following particulars by the captain:

"The 'Silvia' left Vladivostok on Jahuary 29th about noon with 52 officers and 2,027 soldiers for Odessa. The crew of the stermer numbered 60. At 2.25 p.m., the vessel struck a mine which was submerged to a depth of about 17 feet. The mine exploded and made a hole on the starboard side, under the flat bottom, 20 feet by 12 feet. The soldiers became panicstricken and rushed for the boats. One small boat was swang out without orders from the captain, and four men fell in the water and were drowned, it being impossible to make any effort to save them. The temperature was 26 degrees Centigrade. The ship was turned back to was unable to enter the harbour as several steamers blocked the entrance. The 'Silvia' was laid alongside the ice at 6 p.m., the troops were given their supper and then disembarked on the ice, reaching the shore without accident. Five men who were wounded by the explosion were carried. hospital, which was abreast of the ship. The disembarkation was completed at 11 p.m. Water up to four feet below the 'tween-decks had entered the second hold, which was occupied by 338 men; the other holds were dry. When the water was pumped out seven dead bodies were found, all bearing wounds caused by the explosion. Seven soldiers who had fallen into the hold and were in danger of drowning were resound by the crew. The 'Silvia' proved to be a very strongly-built ship, as the ice-breaker only broke up 48 feet of ice; which was 36 inches thick, and the 'Silvia' is 56 feet in breadth, but she managed to push her way through. The 'Silvia' was not beached, but taken into shallow water for temperary repairs.'

THE GERMANS AT KIAOCHAU.

In the Budget Committee of the Reichstag on Feb. 28 there was a discussion on the subject of certain Government proposals for the fortification of Tsingtan, the port of Kiscchan, and for the placing of submarine mines in the harbour. The object of the landward fortifications was the defeace of the place against attacks by hostile Chinese bands like the Boxers. Admiral von Tirpitz, Secretary of State for the Imperial Marine, explained that there was no intention of turning Tsingtau into a first-class fortress. The scale of the estimates which had hitherto been proposed would not admit of any such project. The situation had undoubtedly undergone a change in consequence of the Russo-Japanese war. The fortifications which had already been constructed were absolutely indispensable for the maintenance of German neutrality. The present estimates were only the final instalment for the maritime fortifications, money for which had been voted last year. The commercial interests of Tsington required that the place should possess a certain degree of security from the military point of view. Towards the sea it must be strong enough to maintain its neutrality. and on the landward side it must be prepared to meet the consequences of any disturbances

In reply to various questions, Admiral von Tirpitz stated that there was at present no intention of extending the plans for the fortification of Tsingtau, although it it was impossible to forecast what might be required in the future. The naval administration had always taken a moderate view of the commercial possibilities of the place, but its development 'Ind been favourable, and there was no reason for possimism with regard to its

among the Chinese.

With reference to the German naval forces in Chinese waters, the Secretary of State regretted that it had recently been necessary to withdraw the larger ships. It was to be hoped that it would become possible to station a greater number of large vessels in East Asiatic waters in the near future.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :--On the 5th at 12.05 a.m. - The barometer

has risen generally. Pressure is highest over the Yellow Sea, and the depression is still shown over the Pacific to

Gradients continue slight, and moderate E. winds are indicated in the Formosa Channel. and the N. part of the China Sea. Forecast :- Moderate E. winds ; fair.

THE BRITISH NAVY ESTIMATES.

The following is an abstract showing the increases and decreases as compared with the corresponding votes for last year :-Net. Estimates.

1906-1907, 1905-1906, Total Total Numbers. Numbers. Numbers. A Total number of officers, seamen, boys, Coastguard, Royal Marines II .- Effective Services Wages, &c., of officers, seamen, and boys, Coastguard,

Royal Marines -6,810,700 -6,672,000Viotualling and clothing for the Navy ... 2,053,200 . 2,256,600 Medicalestablishments and services ... 277,500 Martial law 14,70014,000 Educational services 185,600 6 Scientific services ...

161,900 69,3907 Royal Naval Reserves 426,600 8 Shipbuilding, Repairs, Maintenance, &c.ection I .- Personnel -2,407,600 -2,768,300Section II. - Material 2,827,20) 4,816,900 Section III.—Con. tract; Work

8,588,400 7,827,800 9 Naval armaments ... **2,986,000 - 2,986,000** -10 Works; buildings, and repairs at home and abroad 1,954,500 11 905 200 Miscellaneous effec.

tive services 154,000 12 Admiralty Office 351,500 -336,400Total effective services 29,408,800 30,966,500 III .- Non-Effective

Services. Half-pay, reserved and retired pay 14 Naval and Marine pensions, gratuities. and compassionate

allowances -1,256,300 - 1,233,900Civil pensions and gratuities Total non-effective

2,460,700 - 2,423,000BOLA[O48 -Grand total ... 31,869,500 33,389,590 Net decrease £1,520,000.

An undeserved success is in reulity one of the greatest misfortunes. That is why betting and gambling are so ruinously injurious in their effects. The winner wins without effort or merit, and just in proportion to his want of merit, his luck, so called, his character suffers. The principle of getting or expecting something for nothing is fatal, insemuch as it is against all law, natural and divine.

ROBINSON PIANO CO., LD.

NEW PIANOS.

\$70 Cash

and 18 payments of \$20 each or \$385 Cash.

strength and Superior to anything in the Colony.

STEINWAY, BECHSTEIN.

KRAUSS, HAAKE, HOPKINSON, WINKELMAN,

CORRESPONDING TERMS,

BABY GRANDS

PIANOLAS.

Hongkong, 5th April, 1908.

[116]

NOTICE. Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter; THE MANAGER.

Orders for extra copies of Dailer Pubss should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period, will be continued until countermunded.

ADVERTISEMENTS THE CHINA AND JAPAN TELEPHONE

AND ELEGTRIC CO., LTD.

LL TELEPHONES in the PEAK A DISTRICT will be INTERRUPTED during the NIGHT of SATURDAY, the 7th April. W. L. CARTER,

Manager, Hongkong, 6th April, 1906. FOR SALE.

V.L. only reason for Selling Owner going home next German Mail, Apply-RAMSEY & Co.,

12, Pottinger Street. Hongkong, 6th April, 1906. WANTED.

GODOWN or GODOWNS with 3.100 Figure feet, contral situation preferred. Goods are landed. Apply with particulars as to location, capacity, and price to-

"ALPHA." Box 135m. Hongkong, 6th April, 1906. THE LAW GUARANTEE AND TRUST SOCIETY, LIMITED.

HEAD OFFICE: No. 49, CHANCERY LANE. LONDON.

1... £2,000,000 Capital TRUSTEES: The Hon. Sir JOEN CHARLES DAY. The Hon. Mr JUSTICE GRANTHAM. FILE SOCIETY is prepared to be appoint-

ed EXECUTOR or TRUSTEE under WILLS MARRIAGE SETTLEMENTS or other INSTRUMENTS. The expense and annoyance of changes of Trustees thereby avoided. Fidelity guarantees arranged Receivers',

Trustees' and Administrators Bonds given, Contingency Policies issued. Debenture Issues guaranteed: For full particulars apply to JOHN HASTINGS, Solicitor,

No. 38, Queen's Road Central. Agent for the Company. PUBLIC AUCTION.

FITHE Undersigned has received instructions to Sell by Public Auction, TO MORROW (SATURDAY), the 7th April, 1906, at 2.30 P.M., at his

Sales Rooms, Queen's Road, HANDSOME LOUSEHOLD FURNI-TURE, OVERMANTELS, and PICTURES: BRASS BEDSTEAD, DRAWING ROOM SUITE, CROCKERY, GLASS & PLATED WARE: BICYCLE and COOKING RANGE,

&c., &c., &c. THRMS OF SALE : -As Customary. V. I. REMEDIOS, ${f Auction ear}.$ Hongkong, 6th April, 1906.

PUBLIC AUCTION. FIGHE Undersigned has received instructions

L to sell for Account of the Concerned at his Sales Rooms, No 2, Zetland Street, On WEDNESDAY.

the lith April, 1906, at li A M., A Special Assortment of Very Fine April, 1906; FURNITURE, SOFAS, ARM CHAIRS, BOX LOUNGES (Tin Lined), &c., &c.;

A Lot of LADIES' CORSETS, VEILING and SUNSHADES, &c., &c. F. KIENE.

Auction er. Hongkong, 6th April, 1906. NAVIGAZIONE GENERALE **ITALIANA** (Floric and Rubattino United Companies).

NOTICE TO CONSIGNEES.

THE Steamship "CAPRI." having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowleen Wharf and

FROM BOMBAY AND SINGAPORE.

Godown Company, Ld., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately. All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the

vessel's arrival here, after which no claims will be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.

CARLOWITZ & Co., Hongkong, 5th pril, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co. s S camer

"PEKIN," FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are b, ing landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each cons gament will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed This vessel brings on Cargo:-

From Persian Gulf ex s.s. B. I. S. N. FROM PORTEMOUTH TO PEKING. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after | POLITICAL OBSTACLES TO MISwhich date they cannot be recognised. No Claims will be admitted after the Goods have RATES OF EXCHANGE AT left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 5th April, 1906.

ADVERTISEMENTS

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS THE Company's Steamship

"PALAMCOTTA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-

Cargo impeding the discharge or remaining on board after 4 P.M , Friday, the 6th inst., will be landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO.,

Hongkong, 5th April, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA." MATOTOR CYCLE, Nearly New; No Fault; FROM LONDON VIA BOMBAY, COLOM-

BO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hougkong and Kowloon Wharf and Godown consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the

This ressel brings on Cargo: -From London, &c., ex s.s. Victoria and

From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers. Optional goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in auv case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowna.

E. A. HEWETT, Superintendent. Hongkong, 5th April, 1906.

INTIMATIONS.

WANTED.

T ONCE, JUNIOR SHIPPING CLERK, with Knowledge of Accounts, for Merchants' Office in Hongkong. Reply stating Age, Experience, and Salary required

Care of Daily Press Office. Hongkong, 4th April, 1906.

WANTED.

TATANTED by a First-Class Mercantile WW House, doing a large Import and Export business in Hongkong, China and Japan, a COMPRADORE, who must be of Good Social and Commercial Standing, and able to Influence business, and to offer substantial Security. Special inducements will be offered to a first-rate man who can fulfil the above. Apply to JOHNSON, STOKES and MASTER, S. Des Voeux Road Central. Hongkong, 26th March, 1906.

DEVONIAN SOCIETY.

FINIE ANNUAL DINNER will be held at the Hongkons Horen, at 8 o'clock P.M., TO-MORROW (SATURDAY), the 7th

Members wishing to be present and Devonians wishing to join-the Society are requested to communicate with. MOWBRAY S. NORTHCOTE, Hon. Secretary.

Care of Hongkong Club Hongkong, 20th March, 1906.

TT IS HEREBY NOTIFIED that a MEETING of HIS MAJESTY'S POLICE MAGISTRATES and JUSTICES of the PEACE for the Colony will be held at the MAGISTRACY, at 2.15 P.M. on MONDAY, the 9th April, 1906, for the purpose of considering the following applications under the Liquor Licences Ordinance, 1898, viz.:-

1. To permit one JOSEPH HENRY NEWHOLD him under an Adjunct Licence on premises numbered 51, Des Vœux Road Central, under the sign of "THE OWL GEILL ROOM! to premises numbered

47 and 49, Des Voeux Road Central. 2. To transfer from one Antonio Fonseca to ALBERT W. SLATON the Adjunct Licence to sell by retail intoxicating liquors on premises numbered 13, Queen's Road Central, under the sign of THE NEW CONNAUGHT HOTEL." F. A. HAZELAND.

Police Magistrate. Hongkong, 29th March, 1908, HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST \$10.00 DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA

TEMPORARY MINING REGULA. TIONS IN CHINA REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA... 0.50 TRADE MARK REGULATIONS IN CHINA FROM HONGKONG TO CANTON.

BY THE PEARL RIVER-"A Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illustrations... 1.90

VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Terrible) MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E.

Featherstonlingh CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Rc. mance, by Chas. J. H. Halcombe ... SIONARY SUCCESS IN CHINA 0.25 HONGKONG English Mail days

1874 to 1904 2.00 MAIL TABLES, for 1906 0.20 & 0.30 SKETCH OF THE WEST RIVER...

AUCTIONS

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland, TO MORROW (SATURDAY).

PUBLIC AUCTION.

MONDAY. the 7th and 9th April, 1906, at 2.30 P.M. A VALUABLE LOT OF PEKIN CURIOS. Some very Old and Rare Pieces. TERMS :- As usual. Catalogues will be issued.

F. KIENE, Auctioneer. Hongkong, 2nd April, 1897

PUBLIC AUCTION.

THE Undersigned has received instructions To Sell by Public Auction On WEDNESDAY.

SALES ROOMS, Duddell Street, In Two Lors, THE GERMAN STEAMER "DECIMA (wrecked off Cape Cami, Hainan Island), With SUNDRY APPURTENANCES, STORES, ANCHORS, CHAINS, etc., etc.

Company's Godowns at Kowleon, where each | About 1,000 Tous COAL (the Cargo of above TERMS:-Cash on fall of Hammer. Both Lots to be at purchaser's risk on fall of

> For further particulars, apply to GEO. P. LAMMERT. Auctioneer. Hougkong, 4th April, 1906.

Hammer.

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

FITH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Company's Offices, ST. GEORGE'S BUILDING, No. 6, Connaught Road. Victoria, TO-MORROW (SATUR-DAY), 7th April, 1996, at 11,45 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1906, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 4th, to SATURDAY, 7th Apri, 1906, both days inclusive.

SHEWAN, TOMES & Co., General Managers. Hongkong, 24th March, 1906.

PHILIPPINE COMPANY, LIMITED.

PATOTICE IS HEREBY GIVEN that au EXTRAORDINARY GENERAL MEETING of the Shar-holders of PHILIP-PINE CO., LIMITED, will be held at the Office of the NATIONAL BANK OF CHINA, LTD. Queen's Road, Hongkong, on WEDNESDAY. the 11th day of April 1906, at 3.15 P.M. when the Subjoined Resolution will be proposed. majority it will be submitted for Confirmation as a Special Resolution to a SECOND EXTRAORDINARY MEETING which will be subsequently convened :---

RESOLUTION. & Co, be appointed GENERAL MANAGERS of the Company it the place of Messrs. BENJAMIN, KELLY & Company, are prepared to ACCEPT RISKS Porrs and that Article 56 of the Compacy's | against FIRE at Current Rates. Articles of Association be altered by substituting the words "E. S. KADOORIE & Co.," for the words "Benjamin, Kelly & Potts."

BENJAMIN, KELLY & POTTS, General Managers. Hongkong, 31st March, 1906.

THE YANGTSZE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

FIRE SIXTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on WEDNES. DAY, the 18th April, 190; at 4.30 o'clock P.M. precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1905, the election of Directors and Auditor f r the current year, and for the purpose of transacting any other business which may be to remove the business now carried on by transac ed at an Ordinary General Meetin . The TRANSFER BOOKS of the Association will be CLOSED from the 9th to the 18th

April, 1906, boths days inclusive. Members holding proxies for absent Shareholders must deposit same with the Acring SECRETARY for registration at least Forty-Eight hours before the Meeting.

By Order of the Board of Directors, F. A. CUMMING. Acting Secretary. Shanghai, 24th March, 1906,

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

TOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, QUEEN'S BUILD-INGS, Hongkong, on SATURDAY, the 2-th April, 1906, at Noon, for the purpose of receiving the Report of the Directors to gether with Statements of Account to the 31st December. 1905, and of declaring Dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from the 18th to the 28th April, both days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 3rd April, 1906 HUMPHREYS ESTATE AND FINANCE

COMPANY, LIMITED. . .

TETHE SHARE CERTIFICATE No. 86 A for Thirteen Shares numbered 105299 to 1'5311 inclusive, on which the sum of \$2.:0 1.00 per Share has been paid-up, standing in the Register in the name of FREDERICK E. ELLIS, of Hongkong, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Offices of the Company, ALEXANDRA BUILDINGS, Des Voeux Road, Victoria, Hongkong, on or before 5th May, 1906, a NEW CERTIFICATE for the said Shares will be issued, and the old certificate KWONG SANG & CO., will thereafter be held by the Company as Null

and Void. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 5th April, 1906.

NOTICES OF FIRMS NOTICE.

FITHE INTEREST and RESPONSIBL LITY of Mr. RANKIN LESLIE in our Firm Ceased on 31st March, 1906. GRANT & LESLIE,

Hongkong and Canton. Hongkong, 4th April, 1906. NOTICE.

FITHE MITSU BISHI GOSHI-KWAI-SHA hereby give Norice that they have established a BRANCH Office at this Port, from 1sT APRIL and have appointed MR. T. MATSUKI OS MANAGER. MITSU BISHI GOSHI-KWAISHA. Hongkong, 1st April, 1906. NOTICE.

ROM DATE, and during our Ma. MITCHELL'S Absence from the Colony, Mr. FRANK LAMMERT, will have Charge of our Business at this Port, and is the 11th April, 1996, at 12 o'clock Noon, at his | Authorized to Sign our Firm Per Procuration CALDBECK, MACGREGOR & Co. Hongkong, 2nd April, 1906. NOTICE.

> FINE PARTNERSHIP of BENJAMIN. A. KELLY & POTTS has this day expired by effluxion of time, and Messrs, S. S. BENJAMIN and G. H. Porrs have been appointed Liquidators in Shanghai and Mr. E. S. KADOORIE as Liquidator in Hongkong, and they are respectively-empowered to receive all monies due to and to pay all monies owing by the late firm of BENJAMIN, KELLY & POTTS. The successors of the Firm are Messrs. S. S. BENJAMIN and G. H. POTTS, in Stanghai, and Messrs, E. S. KADOORIE & Co. in Hongkong, who are prepared to carry on BROKERAGE Business as heretofore.

E. S. KADOORIE. Hongkong, 31st March, 1906. THE CHINA-BORNEO CO., LIMITED.

NOTICE. URING my Temporary Absence from the Colony, Mr. H. W. KENNETI will not as GENERAL MANAGER of the above Company. By Order of the Consulting Committee. J. WHEELEY.

General Manager. Hongkong, 27th March, 1906.

INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

FITHE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current

SIEMSSEN & CO. Hongkong, 1st January, 1904.

NTORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. Should the Resolution be passed by the required | POTAL FUNDS AT 31st DECEMBER, 1904 £17,161,299.

ADTHORISED CAPITAL... £3,000,000 SUBSCRIBED CAPITAL 2,750,000 PAID-UP CAPITAL 687,500 0 ... That the firm of Messrs. F. S. KADOORIE II. FIRE FUNDS 3,001,266 12 9 The Undersigned, AGENTS for the above

> SHEWAN, TOMES & CO., Agente. Hougkong, 30th June, 1905.

AACHEN AND MUNICH FIRE IN SURANCE CO. OF AIX-LA-CHAPELLE. TVHE Undersigned, having been appointed AGENTS for the above Company, ate

propared to ACCEPT RISKS against FIRE it Current Rates. REUTER, BEOCKELMANN & CO.

Houghong, 21st April, 1897 CANADA ACCIDENT ASSURANCE CO.

HEAD OFFICE, MONTREAL. FETHIS COMPANY issues the most liberal and clear Policy over offered in the East, Double benefits for Fravel Accidents. Fever, Typhoid, and Smallpox Covered. Policies written HERE, in any currency. Hongkong Office: --

14. Des Vœux Road Central. GRANT & LESLIE, General Agents, Hongkong & South China. Hongkong, 1st April, 1906.

HONGKONG BUSINESS DIRECTORY.

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FOP FLOOR (5 Rooms) 19, Queen's Road, (above Messrs. GREGOR & Co.'s Offices). FIRST-FLOOR (4 Rooms), YORK BUILDING. Apply to—

KELLY & WALSH, LD. Hongkong, 10th February, 1906. ---TO LET.

TEW "KINGSCLERE" with Stables entrances in both Kennedy and Mac-Donnell Roads.

For full particulars, apply to-LINSTEAD & DAVIS. Alexandra Buildings, 3rd Floor. Hongkong, 17th February, 1905.

TO LET. (FROM JUNE, 1906),

TO. 2, ANTRIM VILLAS, Des Voux Road, Kowloon, A Five-Roomed House HUGHES & HOUGH, Apply to-8. Des Voux Road. Hongkong, 8th March, 1906

TO LET. TATO. 5, SEYMOUR TERRACE.

WONG KAM FUK. Hongkong, 10th March, 1906.

TO LET. NE ROOM, on the Second-Floor of No. 1, QUEEN'S BUILDINGS, Facing the

Apply to the OSAKA SHOSEN KAISHA. Hongkong, 2nd April, 1906.

TO LET TO. 7. MOSQUE TERRACE.

Possession on the 1st May, 1996. Apply to-No. 1. MOSQUE TERRACE, Hongkong, 3rd April, 1906.

TO LET. NTO. 15, KNUTSFORD TERRACE KOWLOON.

Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 2nd December, 1905. TO LET.

TAURNISHED HOUSE in Kowloon, containing Five Rooms, 3 Bathrooms. Use of Tennis Court. For 6 or 7 months from 15th May. . Apply— Care of "Daily Press" Office.

Hongkong, 16th March, 1906. TO LET. TIWO LARGE OFFICES on the First

opposite the Post Office. Possession on or after the 10th December, 1905, Apply to— WONG CHEE SANG, Care of YEE SANG FAT & Co. Hongkong, 30th November, 1905.

TO LET. TATO. 1, DES VŒUX VILLAS, Peak.

Nos. 5, 6 & 21, BELILIOS TERRACE. No. 2, DES VŒUX VILLAS, PEAK No. 4, ALBANY. Nos. 6 & 7, DES VILLAS, Peak, "EARNSFOOT," 30, Robinson Road,

Furnished for 6 months. With Electric Light and Fan. "BROCKHURST," PEAK, from 1st March, "CLOVELLY," PEAR ROAD, Furnished, Hot and Cold Wa'er laid on to Bathrooms;

Electric Light throughout the House. Two Tennis Courts and Garden. 24, BELILIOS TERRACE, Corner House. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, Low rental. 2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory

&c., with use of Electric Lift. Well suited for Apply to-LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Honglong, 7th February, 1906.

TO LET. GODOWN. No. 3, NEW PRAYA, Apply to-

HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1905. TO LET.

NO. 74, CAINE ROAD.

Apply--

any Cargo.

No. 2, MACDONNELL ROAD. GODOWN (Small) No. 32a, Praya East. Apply to-COMPRADORE'S DEPARTMENT. Nippon Yusan Kaisha. Honskong, 3rd June, 1905.

TO LET. TN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vooux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed,

Care of Box 22 G.P.O. Hongkong, 20th March, 1906 TO LET. TIWO GODOWNS, at East Point, close to

the Water, suitable for the Storage, of

Floor Area, 6,100 square feet each. Apply to-JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. TO LET.

HOUSES in AUSTIN AVENUE, Kow-"STOLZENFELS," PEAK. Bungalow and Tennis Court. From 1st May next. Two ROOMS in HOTEL MANSIONS, with Bathroom; suitable for married couple. Rent moderate.

No. 4, SALISBURY AVENUE, Kowloon. No. 7, EAST TERRACE, Kowloon, Furnished. For 4 months from 1st of May next. Apply to-HUMPHREYS ESTATE &

Hongkong, 4th April, 1906.

FINANCE CO., LD.

Agenta

TO LET. CEYMOUR ROAD LOWER, No. 31. CAINE ROAD, No. 59. STONEHAVEN, Robinson Road, No. 35. TANG YUEN, Medonnell Read, No. 18 (5 Rooms).

ICE HOUSE STREET, No. 6 (1st Floor, Rooms) PRAYA EAST, No. 90. (Godown). Apply to-SAM WANG CO., LD.,

81, Queen's Road Control. Hongkong, 6th February, 1906. TO BE LET.

NTO. 4, LOWER MOSQUE TERRACE. No. 3. LOWER MOSQUE TERRACE. Dated the 4th day of April, 1906.

TO LET-IN KOWLOON. Roomed House with joint use of Tennis Roomed House with joint use of Tennis Court Possession from 1st April next. Rent \$100 per month, including taxes.

Hongkong & Kowloon Wharf & Godown Co. Hongkong 10th March 1906 Godown Co. ROAD, Kowloon. IST and 2ND FLOOR No. 12, Queen's Road Central Kowloon Marine Lot 47 with Wharf

> Hongkong, 29th March, 1906. HOUSE TO LET. ESIDENCE No. 6, MOBBISON HILL. 6 Rooms, Hot and Cold Water, Gas Garden and Tennis Court. Apply-W. G. WINTERBURN

> TO LET. HAURNISHED ROOMS, with or without

TO LET. AFFICES in King's Building and York Building. GODOWNS in PRAYA EAST.

A HOUSE in RIPON TERRACE. FLATS in MORETON TERRACE. Apply to-THE HONGKONG LAND INVEST.

TO LET. Co.'s Offices, Ground Floors and Top Floors with Godowns can be let separately on leases. Apply to- CHUNG SHUN KOO, First Floor, No. 10, Queen's Road Central.

HONGKONG CLUB.

for Offices. For particulars apply to the

Hongkong, 19th July, 1905.

undersigned.

annex, from 1st September next, suitable

Hongkong, 1st June, 1905. TO LET. LIURNISHED BEDROOM and BATH-

Apply— " C C.," Care of "Daily Press" Office. Hongkong, 24th March, 1906.

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HOTEL MANSIONS. DOOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

TO LET. AYTOR '-The PEAK.
Immediate possession Immediate possession. Apply to-THE HONGKONG LAND INVEST-

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Apply to-LEIGH & ORANGE, 1. Des Voux Road.

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Board, Near Ferry, Kowloon, Tennis Court attached. Apply— "M. E.," Care of " Daily Press " Office. Hongkong, 2nd March, 1906.

A BUILDING at Cansaway Bay, formerly in occupation of the Steam Laundry Co., Ltd. A HOUSE in CLIFTON GARDENS, Conduit A HOUSE in Wone Net Unone Road.

Floor of No. 34, Queen's Road Central, MENT & AGENCY CO., LTD. Hongkong, 1st March, 1906. SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes &

> TO LET. FITWO ROOMS on the Ground Floor of the

C: H. GRACE. Secretary.

ROOM in Kowloon. Without Board. Tennis if desired.

LAUTS, WEGENER & CO. Hongkorg, 4th March, 1905.

Apply to -THE SECRETARY. Hongkong Hotel Co., Ltd. Hongkong, 9th March, 1906.

MENT & AGENCY Co., LTD. Hongkong, 19th March, 1906. FYAVID CORSAR & SUN'S CANV 8

ATTOMATIO MATSER PISTOLS.

Hourkong, 3rd October, 1905.

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BROADWOODS,

Hongkong, 1st March, 1906.

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HONGKONG OFFICE: 3. DES VŒUX ROAD. allowed on Current Account Deposits received on terms which may be learne on application. S. SHIGENAGA. Manager:

Hengkong, 1st November 1904. #THE "HARTERED BANK OF INDIA AUSTRALIA AND CHINA.

NCORPORATED BY ROYAL CHARTER, 1853

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T. P. COCHRANE. Manager. Hongkong, 18th May, 1905.

TYONGRONG & SHANGHAI BANK-ING CORPORATION

RESERVE FUND-STERLING RESERVE ... \$10,000,000 SILVER RESERVE ... 9,500,000

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Cent, per Annum on the daily balance.

ON FIXED DEPOSITS. For 3 months, 25 per cent- per Annum. For 6 months, 34 per cout, per Annum. For 12 months 4 per cent. (er Annum, J. R. M. SMITH,

Chief Manage-Hongkong: 4th April, 1916

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in Ch. the Philippine Islands and the Republic of Panami. SURPLUS AND

AUTHORISED Gold \$10,000,000 CAPITAL PAID UP Gold \$3,250,000 RESERVE FUND Gold \$3,250,000 HEAD OFFICE: New York. LONDON OFFICE: Threadneedle House, E.C.

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H. PINCKNEY, Manager. , Queen's Road, Central,

Hongkong, 20th September, 1905.

BANKS

THE MERCANTILE BANK F INDIA, LIMITED.

AUTHORISHD CAPITAL 21,500,000 SUBSCRIBED 1,125,00 PAID-UP 562,500 RESERVE FUSD 110,00 C BANKERS:

LONDON JOINT STOOK BANK, LIMITHI INTEREST allowed on Current Accounts a the rate of 2°/, per annum on the Daily balan-ON FIXED DEPOSITS :-For 12 months......

E. ORMISTON,

TEDERLANDSCHE HANDEL MAATSCHAPPIJ (NETHERLANDS TRADING SOCIETY).

Hongkong, 26th March, 1906

Езтавизнар 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000). RESERVE FUND ... FL. 5,000,000 (1417,000).

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L. ENGEL, Agent, Hongkong, 1st March, 1966.

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For the Hongkong and Shangha BANKING COEPOBATION. J. R. M. SMITB Chief Manacer.

Hongkong, lat May, 1902

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DIRECTION DER DISCONTO GESELLECH IV INTEREST allowed on Current Acres. DEPOSITS received on terms which may learned on application. Every description Banking and Exchange business transacted

HUGO SUTER. Acting Manay ...

Hongkong 14th March 1906.

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LIMITED.

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HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per ceut n rannum in the daily balance. On fixed deposits for 12' months 5%, perannum

TAKEO TAKAMICHI, Manager. Hongkong, 27th March, 1906.

"THE SAT OF SOME Effer-Salf

Abbey's Salt, as a beverage, makes a delightfully cooling. and tonic drink.

Abbey's Salt, as a medicine, aids digestion, keeps the Bowels regular, touches up the Liver and tones the Stomach.

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LORD CURZON'S LETTER TO THE

In a letter to the Times, the Ex-Vicerov of India breaks silence with a vigorous protest at the new policy of the Government. He says, in part :-

First let me brush aside a few irrelevances

" TEMES."

that have grown up around the question in England. The endian dispute has nothing to the efficiency of the Army in India, or for strengthening the defences of that country. mys If strongly urged the appointment of Lord Kitchener as Commander-in-Chief in India, and On Current Accounts 2% per annum on daily in his various proposals for the ab we ends he received my unwavering support. The idea so diligent y circulated that he was b ing thwast. ed in his schemes had no foundation, and is incapable of being supported by a single fact, The controversy arose because, from the first day of his arrival in India and independently of experience, he sought to distroy the organization which had worked with general harmony for nearly fifty years, and had given to Indie not merely the only efficient form of military administration, but also by far the effective fighting force in the British Empire. While not openly contesting the statutory control of the Government of India in military affairs, he desired to place the Commander-in-Chief in a position where the Government of India would have little or no alternative but to accept his plans, because the existing checks would be swe t away, checks, be it remembered, only of legitimate examination under responsible advice, incapable of being pushed to the point of obstruction because the Commander-in-Chief, being himself a Cabinet Minister in India, can always argue his ease to his colleagues, and can carry his protest or dissent, if he so desires, to the Secretary of State. These proposals were described by the Government of India as constituting military autogracy and so I describe them still If it be said that no such checks ought to exist and that the Indian Commander-in-Chief should be free from criticism or control-contentions which I have repeatedly seen in public print- I cannot display the unconstitutional character of such a plea better than by asking Would a single person be found to advocate it acceptance in England? And if the idea is unthinkable here, why should there be forced upon India a system of military irresponsibility that is infinitely more dangerous in a country where there is no Parliament, no effective criticism of military proposals outside the offices of Government, where almost every militars question has its political aspect requiring the most careful study, not from the military stand point alone, and where Commanders in Chief who are ignorant of India are capable, as Lord Roberts pointed out, and as my own experience

> That this is the position created by the action of the late Government there is no difficulty in showing. Hitherto the Government of India have not decided finally upon the proposals of the executive head of the Army without receiving the advice of the Indian War Office or Military Department, administered by officers specially selected for their ability and Indian experience. This system is glibly denounced as dual control. In reality it is civil control rendered effective by expert guilance. It is stiv matized as divided responsibility. reality it is no more than divided l'hone. There is no living ex-Viceroy who has not affirmed that such advice is an indispensable condition of sound and prudent administration in India Such also I believe to be the opinion of every ex-Commander-in-Chief, After seven years experience of Indian administration it is most

sufficiently confirms, of making serious mis-

emphatically my own, Nevertheless the late Government, in spite of the earnest representations of the Government of India, decided to abolish the Military Department and Member, and to substitute for them a Department and a Member restricted to the narrow duties of military supply-functions which, however important, do not demand a high order of military experience or authority, and may be completely divorced from a knowledge of the Indian Army. This decision was an attempt to achieve a compromise between the really irreconcilable views of those who desired and those who felt the danger of a single military outhority.

If the Government of India was to continue to possess a second military adviser, it was absurd to select him for merely technical in the history of constitutional government and qualifications, and illogical to reduce him to impotence. If the Military Member were to be so reduced, there could be no excuse retaining him in Council It was to re-establish his position and authority that my colleagues and I contended. Only when I received from the late Government explicit assurances about the position of the new Memb r, as an officer competent and entitled to advise the Government of India on all military questions, did I recede from the resignation which Mr. Brodrick's despatch of May 31 had forced upon me. Only when I realized, from the type of appointment which he proposed to make, that the second military adviser was, after all, to be a phantom, was I driven to renew and insist upon that resignation

The question therefore does not stand us it did when the so-called modifications were accepted in July last, and it is impossible to argue that the system now adopted is that to which all the parties, however reluctantly, then agreed. As soon as the new post was filled by an officer who admittedly does not possess the general qualifications which the late Government

and itself laid down, the basis of the agreement disappeared. The Government of India had lost the independent and qualified military adviser whom they regarded as essential; and the appointment of a second soldier to the Council, upon the nomination (I venture to say for the first time in history) of the Commander in Chief, could only duplicate the military vote, without any compensating advantage to the Government of India and accentuate a military accordance. of India, and accentuate a military ascendancy that had now been placed beyond dispute. I have little doubt that in practice the Military Supply Department will turn out to be a consistent supporter and even a stimulant to the Commander-in-Chief, and that before many years have passed we shall find this used as a powerful argument for its extinction.

Mr. Morley has frankly abstained from any pretence that the Supply Member will in future supply any guarantee for the effective examination of military proposals. But in his place he points to the secretary in the new Army Department and endeavours by a multiplicity of safeguards to ensure that at least he shall know what is going on and shall have free access to the Governor-General. All this is wise as far as it goes, but it goes no distance at all. For the duty imposed upon the secretary is one which no officer, and certainly no military officer, in that position can possibly discharge. He is to be the departmental right-hand man and direct subordinate of the Commander-in-Chief, working in his office, and looking to him for pr motion. Knowing the views that have been publicly expressed by Lord Kitchener as to discipline means, is it conceivable, I ask, that officer should exert an independent voice? And if he does so, shall we not be at once confronted with the old cries of divided responsibility and dual control, and will not friction be generated more acute than any that has been hitherto alleged? I challenge anyone with the smallest knowledge of Indian administration to pretend that the safeguards against military irresponsibility which the old Military Member did, but which the new Supply Member cannot, supply will be furnished by an off r in this josition. He may be made a member of any number of advisory committees or conneils. In India these bodies consist of the Staff officers of the Commander-iu-Chief and cannot be credited with independence. It

is not there that he can exert any influence. His equality with the other Secretaries to Government may be, as it has rightly been, assured. But no paper provisions can enable him to serve two masters, or to render equal and simultaneous loyalty to the interests of the Government of India and the views of the

Commander-inChief. . . . approval of the House of Commons. And yet official, non-official, European and native, and from expressing any judgment upon the advocates despair of its continued existence, and proposed changes until they have already been put into operation. I should like to have heard the opinions of any great constitutional statesman upon such a procedure, from Mr. Pitt to Mr. Gladstone. When the Indian Budget was discussed in June last, the papers containing the decision of the late Government had already arrived in India. But they were withheld from the House of Commons. No hint was given of the strong views of the Government of India, and the highly condensed reference contained in the speech of the late Secretary of State left a most erroneous impression of what had occurred. After the papers had been laid three. days later, a "blocking motion" was put down upon the order paper by some friendly hand in order to prevent discussion, and from that deto this not a word has been said on the subject On the present occasion there seems to be ground for a similar complaint; for the papers have been mid on the last day of the debate on the Address, and, except for a motion for the adjournment, no opportunity for debate can now occur. Thus it has come about that the most momentous and, as many think, the most disastrous change that has been effected in the Government of Iudia since it was taken over by the Crown has been consummated behind the back and without the authority of the House of Commons. It was not thus, in my opinion, that the framers of the Indian Constitution desired that it should be administered, nor thus that our duty to that great dependency can be honestly and justly

iischarged have said nothing in this letter about my own treatment or about the methods which were adopted by those concerned to attain the object of their desire. The facts, which are already known to a number of persons, and wil one day perhaps be known to a larger, will. I think, justify the conclusion that there has seldem been a less creditable episode in political history. But strong as are my feelings on this matter, the public interests at stake are so immensurably more important as to dwarf any personal consideration. To me it seems a most serious and omincus thing that a home Government should lightly assume the responsibility of overruling, and contemptuously overruling, a united Government of India on matters not o external or Imperial policy, but of its own internal Constitution; and still more ominous that the decision should have been against the divil and in favour of the military power . .

It is beyond doubt that the Government of India under the new system will no longer discuss or decide military questions with the independence and knowledge which it has hitherto enjoyed, and that the military power will be proportionately and dangerously increased. It will be more fortunate than remarkable if the price has not to be paid in serious errors in the future. A Commanderin-Chief who is the sole critic of his own proposals, both in and out of Council, who formulates as Commander-in-Chief and then advises as War Minister, is a phenomenon new inconsistent with any theory of sound administration. Further, the scheme, even if pronounced by the lawyers to be not outside the letter of the law, plainly infringes its spirit; for while the statute lays down that no ordinary member of Council shall hold military command, it converts into an ordinary member the officer holding the highest command in India. It renders it impossible for him, now that he is to be tied down to a department, to do his duty as chief inspecting officer of the Indian Army. He will he more and more attached to the headquarters of Government, and before long will ask, in all probability, to be relieved of inspectionary duties altogether. But the situation will be even worse in a serious campaign, for if the Commauder-in-

How to BE BEAUTIFUL-Keep your com-Charmant will enable you to do it. Her me and I did est," dow to the days of science or from the different Agents. Specialities for the Skin are the study of a when "heredity" and 'predisposition" have lifetime. A. S. Watson & Co., Ltd., Sole Agents. | become words for him to conjure with,

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Chief is to go to the front, either the department, being suddenly deprived of its head, will come to a standstill, or, if it is to accompany him into the field, the Government of India will lose all control over the operations, and a form of military autocracy will be set up more dangerous than any that has been yet described. Further, under this scheme the simulacrum of a second military authority, without prestige or I am not one of those who desire the con- authorit, is retained, who, though selected for stant interference of the House of Commons in | work of a technical character, is nevertheless Indian affairs, for that interference must fre- made a Cabinet Minister for all purposes, in a quently be based upon imperfect knowledge and | Council of only eight persons, and receives a is liable, therefore, to be mistaken. But I do salary higher than that of any English Secrehold that the British Parliament is the ultimate tary of State. The scheme is, so far as I know, custodian of the rights and liberties of India, not supported by a single authority possessing and that no great constitutional change should considerable Indian experience. It has been be carried out there without the knowledge and | condemned by all sections of Indian opinion, the fictics adopted in the present case have it is not welcomed by the Army for whose been so contrived as to prevent that House benefit it was ostensibly designed. Even its are already discussing the hour of its probable

THE FUNCTION OF FOOD.

IT IS THE SOURCE OF ALL STRENGTH AND MOTHER SEIGEL'S SYRUP IS THE

GREAT DIGESTIVE. The source of all physical human strength is food. This is a self-evident fact, though sometimes overlooked; there is and can be no other means of acquiring strength. The most perfect system of muscle building must fail if there is a lack of nourishment, just as the most perfect engine must fail if it lacks fuel; and just as, in the case of the engine, the fuel must be burned; 1 to obtain the benefit from its stored energy, so in the case of the human engine the food must be digested, or it is worse than useless. This is the COAL logic and common sense of the whole matter.

Food, digested is easy of assimilation; if

becomes rich, red. energising blood, carrying life and vigour to every part of the system, and health follows as night follows the day. Perfect digestion pleans perfect health; the one term includes the other. On the other hand, food, undigested, poisons the system and all manner of diseases follow. It lies on the stomach, which, failing to dissolve, refuses to let go, and as it cannot digest it decomposes. Pungent acids are generated which corrode the lining of the stomach, and cause ulcers and gastric catarrh; soul gases arise which distend the stomach-sao, and causing it to interfere with the action of the lungs and beart give rise to difficult breathing, heart palpitation and fainting feelings. Even the deadly ptomaines may be formed, for decomposition is their state of origin. When at last what was food escapes from the stomach, it is a mass of rotting impurities, and these getting into the blood by the ordinary process of assimilation carry poison and pollution. The skin suffers, more work is thrown Sanyo, Kiushu and the other Principal Railon the kidneys, which break down under the ways; Industrial Works; Home and Foreign strain, uric acid remains in the system, and Mail and Freight Steamers.

rheumatism, lumbago, etc., follow. attention to the direction, and here it is that China, Korean ports and America. M. ther Seigel's Syrup bas proved a blessing to thousands upon thousands the world over. It Ochi, Shinnew, Namazuta and Kami-Yamada tones and invigorates every organ concerned in Collieries and also Hojo Colliery, which will the long process of digestion, and thus ensures shortly be ready to produce on a large scale the rich pure blood, and strong, vigorous health. A case which bears out this assertion is that of Mrs. Emma Dimmock a young married and Yashiromachi Coal (Karatsu). woman of Leavesden Green, near Watford, December 6.h., 1.05, she says; "Following on Coals produced from the above Collieries, influenza I found myself quite broken in health, and so nervous that a sound would set me to 1,520,000 tons. trembling. My appetite was all gone, and what I did manage to eat caused me such pain in the bowels that I grew to fear the very thought of

the morning, with my tongue coated to the known best and most economical steam Coal in thickness of a half-crown, and used to feel so the East is now produced in abundance and sick that I thought I must vomit. My sleep | can be supplied in any quantity. was unsettled, and I felt really more tired in the morning than on going to bed. I was a prey to the gloomiest thoughts, and could see only the black side of things; I dreaded being left alone, and dared not have gone upstairs by myself even in broad daylight. Steadily I grew worse despite the doctors' efforts. I was dreadfully constipate, and suffered much rom wind and violent headache. I had lost no less than three stone in weight, and was so weak I could hardly stand. At la t I had to take to bid, and then it was I read about Mother Seigel's Syrup. I got some and with the second bott a began to feel eisier. After only five bottles I was comp'etely cured. I am now, my friends tell me, a picture of health."

Man has always been fertile in the invention plexion, Mrs. Ellen's Crême Charmont, Lait of excuses from the naïveté of the early days Charmant and Special Skin Tonic and Poudre when he stammered ort." The woman tempted

AMERICAN MURDER CONSPIRACY. The following startling message reached the Times from New York on Feb. 26: - Charged with complicity in the murder of a former Governor of Idaho, Mr. Steunenberg, several men are

now in gaol, including Moyer, president of the Western Federation of Miners. One of these men, usmed Orchard, has made a confession, in which he declares that he receive i \$3,8 \(\tau(2750)) from Moyer and another official of the Federa tion for the assassination of Mr. Steauenberg. Mr. Gooding, Governor of Idaho, has not yet made Orchard's confession public, but he says regarding it: -" When it is published it will shock civilization. It is the greates crime narrative of the century. In secret and with dynamite these men have murdered by wholesale while they sat in their luxurious officer directing a fanatical dupe how to do the work." It is said that Orchard's confession tells of 21 marders. Certain statements mide by him have already been correborated, hombs having been found in the yard of a Supreme Court Judge's house at

Denver and in other places described by him. The use of dynamite in labour troubles has now spread to New York.



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best Buzen Coal. Sole Agents for Kigio, Komatsu (Tagawa) The Head and Branch Offices and the Agen-England. In a sworn declaration, dated cies of the Company will receive any order for Coal sold in 1904 by the Company amounted

TAKASHIMA COAL New and additional shafts at the Takasnican food. I had always a bad taste in my mouth in Colliery have been completed and this well-Hongkong, 15th February, 1905, [108

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ARRIVALS. CAPRI, Italian str. 4,195, Guiseppe Belsite, 5th April-Bombay and Singapore 30th Mar.,

Goneral .- Carlowitz & Co. DHYANHA, British str., 8,091, T. H. Hyde, R.N.R., 5th Apri -Singapore 1st April, Mails and General .-- P. & O. S. Co. Esang, British str., 1,127, T. A. Muir, 5th.

April - Shanghai 1st April, General -Jardine, Matheson & Co. KILBURN, British str., 2,111, A. Le Templier, 5th April-Saigon 31st April, Rice, -Dod-

well & Ca. KWANGLER, Chinese str., from Canton. Machine, German steamer, 995, J. Haryes, 5th April Bangkok via Swatow 28th March, Rico, -Butterfield & Swire.

MADELBINE RICKMERS, German str., 1,160, S. Simousen, 4th April Bangkok 29th Mar., General,-Norddeutscher Lloyd. NEBUTE, Dutch str., 1,000, Carrick, 5th April-Palambang via Swatow 3rd April, Ballast

OCEANA, British str., 3,507, W. Hayward, R.N.R., -Order. 5th April Shanghai 3rd April, General. P. & O. S. F. Co. PEIK, Norwegian str., 745, J. Lorentzen, 5th April - Bangkok 27th March, Rice.

PERIN, British steamer, 2,522, W. R. Le Mare, R. N. R., 5th April -Singapore 29th March. General.-P. & O. S. N. Co. TINGBANG, British str., 1,025, Smith, 5th April -Swatow 4th April. General,- Jardine, Matheson & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. April 5th. Anying Marie, Japanese str., for Swatow. Barra, British str., for Calcutta. Esang, British str., for Canton. Haiching, British str., for Swatow. Kilburn, British str., for Yokohama,

DEPARTURES. April 5th. C. DIEDERICHSEN, Ger. str., for Haiphong. CRANLEY, British str., for Chefoe. FALK. Norwegian str , for Rajang. HAVERSHAM GRANGE, British str., for

Vladivostock. MANSHIU MARU, Japanese str. for Singapore. SUNGRIANG, British str., for Swatow. TALISMAN, Norwegian str., for Singapore. WELSH PRINCE, British str., for Vladivostock

SHIPPING REPORT. The British str. Tingsang reports: Moderato northerly winds and sea, fine clear weather.

VESSELS IN DOOK. ABERDEEN DOCKS. - Battenhall, Taishan. KOWLION DOCKS .- U.S.S. Barry, Hanoi,

Chinglu, Ban Yik, City of birmingham, U.S.S. Bainbridge, Brand, Montialm, Aughin. Dos. Hermanos, H.M.S. Handy, Tsinglay. LUBMOFOLITAN DOCK - DOTIC.

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FOR SWATOW, AMOY AND FOOCHOW. HE Company's Steamship

"HAICHING." Captain A. E. Hodgins, will be despatched for the above Ports TO-DAY, the tith inst., at 10 A.M., instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers Hongkong, 4th April, 1906.

FOR SHANGHAI & VLADIVOSTOCK (Taking Cargo at Through Rates to TSINGTAU and CHEMULPO.)

THE Steamship

"LOONGMOON," Captain F. Kalkofen, will be despatched for the above Ports TO-DAY, the 6th inst., at 3 P.M.

This Steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSSEN & Co.,

Hongkong, 3rd April, 1906. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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"OCEANA," Captain W. Hayward, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 7th April. at Noon, taking passengers and cargo for the above ports in connection with the Company's a.s. Marmora, 10,509 tons, from Colombo. Pussengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be

transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for Lendon, &c., will be conveyed from Bombay by the R.M.S. Caledonia, due in London on 19th May. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents

and value of all packages are required. For further particulars, apply to E. A. HEWE'L'T, Superintendent.

Hongkong, 26th March, 1906.

TOYO KISEN KAISHA. SOUTH AMERICAN LINE.

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GLENFARG," 5,600 tons, will be despatched for CALLAO (Peru) and IQUIQUE (Chili) on or about 10th April 1906, at NOON. . Also taking freight to other Eastern Coast Ports of South America transhipping to the Connecting Lines. For further information as to Freight and

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[531]

Hongkong, 3rd April, 1906.

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_h ["k." nearest Hongkong "h." midway between Ho		SHOT	10NB.,	3. From Blake Pier to	Naval Yord. 4 From Naval Y	ard to East Point.	TIOD AMON COID A TOO AND
,	1, From Green Island to the Harbour Master's.	2 From Harbour b				FOR FREIGHT APPLY TO	TO BE DESPATORED	FOR AMOY, STRAITS AND
	DESTINATION	VESSEL'S NAMES	PLAG & B1d	BURTH	W. Hayward, R.N.R.	P. & U. S. N. Co.	To-morrow, at Noon.	THE Company's Steamship
1.	LUNDON, &C VIA USUAL PORTS OF CALL	OCEANA	Brit. str		S. Baroham	P. & O. S. N. Co	About 11th inst.	1 DATA 2500 TOTA
• ,	LONDON & ANTWERP, VIA SINGAPORE, &C	DAVA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 10th inst.	"PALAMCOTTA Captain T. P. Babb, will be
h.	AMSTERDAM, LONDON & ANTWERP	KINFUCK	Brit. etr.	1 m.		BUTTORPINIO & SWIRE	On 24th inst. On 8th May.	above TO-MORROW, the 7th
- 	AMSTERDAM, LONDON & ANTWERP	BELLEROPHON	Brit. str	1 m.	***************************************	BUTTERFIELD & SWIRE	On 22nd May.	LIGHT.
- 1	AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str.			BUTTERFIELD & SWIRM	On 5th June.	For Freight or Passage, apply
۲,	AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str	l m.	Guionnet	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.	JARDINE, MATHE
	MARSEILLES, &c., VIA PORTS OF CALL	ARMAND BURIC	Frenstr	k. w.	Girstenbrüu	HAMBURG-AMBRIKA LINIS	On 8th May.	Agents.
	MARSEILLES & HAMBURG	Jatria	Ger. str		H. Kirchner	Мисника & Со	On 11th inst., at Noon.	Hongkong, 3rd April, 1906.
h	BREMEN, VIA PORTS OF CALL	P. R. LUITPOLD	Ger. str.	k. w.	Porzelius	HAMBURG-AMBRIKA LINIE	About 11th inst.	· Control of the cont
h,	ODESSA DIRECT	SLAVONIA	Ger. str	k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 10th inst.	MANTO A ZLONE CON
	HAVRE, Bremen & Hamburg via Straits, &c	SENEGAMBIA	Ger. str	k. w.	Peter	HAMBURG-AMERIKA LININ	On 18th inst. On 2nd May.	NAVIGAZIONE GENI ITALIANA.
8.	HAVRE & HAMBURG VIA STRAITS, &c	SEGOVIA	Ger. str	k. W.	Schönfeldt	HAMBURG-AMBRIKA LINIB	On 16th May.	(Florio and Rubattino United
۲.,	HAVRE, BREMEN & HAMBURG VIA STEALTS, &c	C. FERD, LABISZ	Ger. str	1	Meyerdiercks	HAMBURG-AMBRIKA LINIM	On 30th May.	12 1010 1011 2010 1010 0 21100
	HAVRE & HAMBURG VIA STRAITS, &c	SITHONIA	Ger. str		Brehmer	HAMBURG-AMERIKA LINIS	On 14th June.	STEAM FOR BOMBAY v
4	HAVRE & HAMBURG VIA STRAITS, &c	ANDALUSIA	Ger. str		Filler	BUTTHEFIELD & SWIBE	On 20th inst.	PORE AND PENA
,,	GENOA, MARSEILLES & LIVERPOOL	MACHAON	Brit. str Brit. str	* .	****** *****************	BUTTERFIELD & SWIRE	On 20th May.	Having connection with Compa
R.	GENOA, MARSEILLES & LIVERPOOL	Нестов	Brit. str.		**** ***************	DODWELL & Co., LD.	About 10th inst.	mers to ADEN, SUEZ,
	NEW YORK VIA PORTS & SUEZ CANAL	SHIMOBA	Brit. str.		R. Hill	JARDINH, MATHESON & Co	About 26th inst.	MESSINA, NAPLES, LEGHO
	NEW YORK VIA SUEZ CANAL	SENECA	Brit. str		Grimes	STANDARD OIL CO.		also VENICH and TRIESTE,
th	NEW YORK VIA PORTS & SUEZ CANAL	VANDALIA	Ger. str	.K. W.	Назве	HAMBURG-AMBRIKA LININ	On 6th May. About 25th May.	SOUTH AMERICAN PORTS
	NEW YORK VIA PORTS & SUEZ CANAL	RAMSET	Brit, str	-		CANADIAN PACIFIC R. Co	1	(Taking Cargo at through rate
	VANCOUVER VIA SHANGHAI JAPAN, &c	ATHENIAN	Brit. str		****** ******************	CANADIAN PACIFIC R. Co		GULF and BAGDAD, also
ro,	VANCOUVER VIA SHANGHAI JAPAN. &c	EMPRESS OF INDIA	Brit. str			BUTTERVIELD & SWIFE	On 18th just.	VALENZA, ALICANTE,
и.	VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	TRUCKE	Brit. str		E. V. Roberts	DODWELL & Co., LIMITED	On 28th inst.	MALAGA.)
ril	VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str		E. Francke	NIPPON YUBBN KAISHA	On 23rd iost.	THE Steamship
ue.	SEATTLE VIA SHANGHAL & JAPAN	DAKOTA	Ger. str.		Feditmann	PORTLAND & ABIATIC S.S. Co.		1.00
	PORTLAND, OREGON VIA SHANGHAI, &c	DAKOTAH	Brit. str			SHEWAN, TOHRS & Co.		"CAPRI,"
	SAN FRANCISCO VIA PORTS	GLENFARG	Brit. str			BUTTERFIELD & SWILE		Captain Belsito, will be despited on TUESDAY, the 10th April
,	AUSTRALIAN PORTS VIA MANILA	CHINGTO	Brit. str	1	TT above	GIBB, LIVINGSTON & Co	The second of the second	At Bombay the Steamer is
	AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	1	Helms	Melchers & Co.	A 4 1 TEL4 TOO -	Victoria Dock.
	AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.		A.W Anderson, R.N.N.	P. & O. S. N. Co	Quick despatch.	For further particulars reg
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	TIENTSIN	ESANG	Brit. str		*** C19 C 3 C	JARDINE, MATHESON & Co OBAKA SHOSEN KAISHA		
	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	ANPING MARU	Jap. str		K. Shiraki	* * * * * * * * * * * * * * * * * * *		REGULAR
	SHANGHAL	DEVANUA	Brit. etr		T. H. Hyde, H.N.R.	BUTTERFINLD & SWIRE		ETEAMSHIP SERVICE
	SHANGHAI	YOCHOW	Brit. str.		F. Kalkofen	SIMMESEN & Co	To-day, at 3 P.M.	VIA PORTS AND SUE
	SHANGHAL& VLADIVOSTOCK	LOONGMOON	Ger, str.		****** *** ****************************	JABDINE, MATHERON & Co	To day, at 3 r.m.	(WITH LIBERTY TO CALL
, e	SHANGHAI	TINGBANG	Brit, str Brit, str		W. R. Le Mare, E.N.E.	P. & O. S. N. Co		COAST).
[0]	SHANGHAI	PERIN	Jap. str.		T. Namoto	OSAKA SHOSEN KAISHA	On 10th inst., A.M. On 11th inst.	PROPOSED SAILINGS FROM
	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHAOHSING	Brit. str.		****** ******************	BUTTHREIBLD & SWIDS		1908
704	SHANGHAI	HANGBANG	Brit. str			design to the court of		"SHIMOSA"
	NINGPO & SHANGHAI	CHINETANG	Brit. str	l m.	IT Obta	The second of th		"DEN OF KELLY" For Freight and further infor
ck	TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str		II. Ohta S. Tagami	20	! On 15th inst., at 10 A.M.	DODWELL DODWELL
	TAMSULVIA SWATOW & AMOY	DAIGI MARU	Jap. str. (Merlin	OSAKA SHOBEN KAISHA	On 18th inst., A.W.	Age
	ANPING VIA SWATOW & AMOY	MAIDZUBU MARU	Jap. str	• [T. P. Babb	JAEDINE, MATHESON & Co	To-morrow, at Daylight.	Hongkong, 3rd March, 1906.
ato		PALAMCOTTA	Brit. str Brit. str		A. E. Hodgius	DOUGLAS LAPHAIR & CO	To-day, at 10 A.M.	Cloud Rolls, old Match, 1909.
	SWATOW, AMOY & FOOCHOW	HAICHING	Brit, str.	· 1	R. Rodger	SHEWAN, TOMES & Co.		ta-
	MANILA VIA ANOY	LOONGSANG	Brit. str		******	O companies to the transfer to the SECTION		COMPAGNIE DES ME
	MANILA	THAN	Brit. str	-	D. Alexandra	Commence Wasses & Car	. On Mish inst. at Moon.	MARITIMES
•	MANILA	RUBI	Brit. str		R. Almond	I Lameson Michiganov & Co	To-morrow, at 3 P.M.	FRENCH MAIL STE
ni	A ACTION A ME A NE	MAUSANG	Brit, str	,	F. Sembill	Malchars & Co.	On 14th inst., at 9 A.M.	
S	KUDAT & SANDAKAN	BORNEO	Ger, str		T. Dollott	JARDINE, MATHESON & Co	To-morrow, at S P.M.	STEAM :
03	. SINGAPORE, SOURABAYA & SAMARANG	Chunsang	Brit. str Brit. str		****** **************	JARDINE, MATHESON & Co	On 10th inet., at 3 P.M.	SINGAPOR
	SINGAPORE, PENANG & CALCUTTA	NAMBANG	Brit, str			A. M. EBSABHOT	On 13th inst. On 10th inst., at Noon.	COLOMBO,
	SINGAPORE & CALCUTTA	CAPEL	Ital. str		Belsito	CARLOWITZ & Co.		MARSEILI MARSEILI
*	BATAVIA CHERIBON, SAMARANG, &C.	TJIMAHI	Dut. str	7	Brouwers	JAYA-CHINA-JAPAN LIJN	TENOMO AND ADDOL	HAYRE,
	DATA VIA UMBEISUN, BARARANG, CC.		in I		ADDITA NID S	ASTAINTO STE	AMSHIPCO	MEDITE AND BLACE

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (Passing through the INLAND SEA of JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

STEAMBER.

On MONDAY, 23RD APRIL, 1906. " DAKOTA," Captain E. FRANCEE,

"MINNESOTA," Captain J. H. EINDER, On THESDAY, 12th June, 1096. Conveying Cargo to the Pacific Coust, United States, and Canadian Overland Common Points

also Passengers to the United States, Europe, &c. These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCUI ATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c. Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo;

and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies. Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kote and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to thanghai and Jepen Ports are available; for return by the

steamers of the REGULAR MAIL LINES. For Freight or Passage, apply to NIPPON YUSEN KAISHA,

AGENTS Hongkong, 20th December, 1905.

HAMBURG-AMERIKA OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERFOOL, GLAGOW, TRIEBTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATIONS.

	SCANDIA (HAVRE, BREMEN and HAMBURG) ('upt. v. Döhron (Calling at Singapore, Penang and Colombo) SLAVONIA (ODESSA DIRECT	On 10th April	Preight & Passengers
	77 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	About 11th April	Freight.
	SENEGAMBIA HAVRE and HAMBURG	On 18th April	Preight.
	Capt. Peter (Calling at Singapore, Penang and Colombo)	On 2nd May	Freight.
	Capt. Schönfeldt (Calling at Singapore, Penang and Colombo) JSTR1A (MARSEILLES and HAMBURG)	On 8th May	Freight.
	Capt. Girstenbräu (Calling at Singapore, Penang and Colombo) C.FERD. LAEISZ (HAVRE, BREMEN and HAMBURG	On 16th May	Freight.
	Capt. Meyerdiercks ((Calling at Singapore, Penang and Colombo). SITHONIA	On 30th May	
	Capt. Brehmer (Calling at Singapore, Penang and Colombo) ANDALUSIA (HAVRE and HAMBURG	j	-
3	Capt. Filler Calling at Singapore, Penang and Colombo	On Seh Wow	Fraight
)	VANDALIA NEW YORK Capt. Hasse (Calling at Singapore, Penang and Colombo) Special attention of intending Passengers is drawn to the sple	ndid accommods	tion of this
•	steamer. Saloon and cabins amidships. Lighted throughout by	electricity. D	uly qualified
	dodn't and southerness are cutines.		

For Further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE. KING'S BUILDING. INDO-CHINA SPRAM NAVIGATION CO.

TTATEM TO THE TATE OF THE TATE A TOTAL TO THE TOTAL TO THE						
LIMITEL.						
PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)						
THAMBRS /						
+ SHANGHAI "TINGSANG" Friday, oth April, 3 P.M.						
† SHANGHAI "TINGSANG" Friday, 6th April, 3 P.M. * MANILA "LOONGSANG" Friday, 6th April, 4 P.M.						
SINGAPORE, SOURABAYA and "CHIINGANG" Seturday 7th April 3 P.M.						
† SANDAKAN VIA KUDAT "MAUSANG" Baturday, 7th April, 3 P.M.						
*SINGAPORE. PENANG&CALCUTTA "NAMBANG" Tuesday, 10th April, 3 P.M.						
TIENTSIN "ESANG" Wed'day, 11th April, 3 P.M.						
+ SHANGHAI "HANGSANG" Thursday, 12th April, 3 P.M.						
† SANDAKAN VIA KUDAT "MAUSANG" Saturday, 7th April, 3 P.M. *SINGAPORE, PENANG&CALCUTTA "NAMSANG" Tuesday, 10th April, 3 P.M. TIENTSIN "ESANG" Wed'day, 11th April, 3 P.M. *SHANGHAI "HANGSANG" Thursday, 12th April, 3 P.M. *These steamers have superior accommodation for First-Class Paesengers and are fitted						

throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Chefoo, Tientein, Newchwang & Yangtsze I Taking Cargo on Through Bills of Lading to Lahad Datu, Simporns, Tawac, Usukan

Jesselton and Labuan. For Freight or Passage, apply to Hongkong, 29th March, 1906.

JARDINE, MATHESON & CO., GENERAL MANAGERS.

BATLING DAT'SS'

PORTLAND & ASIATIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGEONG, S'HAI DIA INLAND PORTLAND, OREGON. SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA POR

OPERATING IN - OREGON RAILROAD & NAVIGATION CO. TO SAIL AT NOON CAPTAIN STEAMSHIP 16th, 1904. "NUMANTIA"..... Feldtmann 22nd, 1906. Metzenthin 11th, 1906, Erust June "ARAGONIA".... 21st, 1906, Wagemann.... Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and

United States Points. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, ACTING GENERAL AGENT. Hongkong, 29th March, 1906.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers:

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN.	FOR	BAILING DATE.
IRO	2540	R. Rodger	Manila via Amoy.	On 7th April, 10 A.M.
	200	R. Almond	Manila.	On 14th April, Noon.
			IRO 2540 R. Rodger	IRO 2540 R. Rodger Manila via Amoy.

Hongkong, 29th March, 1906.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

E. A. HEWETT,

Superintendent.

HONGKUNG-NEW

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). ... About 25th May, 1906. S.S. "RAMSEY"

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS

Hengkeng, 6th April, 1906.

ORIENTAL PENINSULAR STEAM NAVIGATION COMPANY.

FOR	STEAMERS	About 5th	Freight and
FOR SHANGHAI			
YOKOHAMAVIASHANGHAI, MOJI and KOBE	MANILA	About 5th April	Freight and Passage.
LONDON &c., VIA USUAL PORTS	OCEANA	Noon, 7th April	See Special Advertisement.
SHANGHAI			
YOKOHAMAVIASHANGHAI, MOJI and KUBE	CEYLON	About 7th April	Freight and Passage.
LONDON and ANTWERE VIASINGAPORE, PENANG COLOMBO, PORT SAID and MARSEILLES.	JAVA S. Barcham	About 11th April	Freight and Passage.

For further Particulars, apply to

Hongkong, 30th March, 1906.

VESSELS ON THE BERTH

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON

HHE Company's Steamship "PALAMCOTTA,"

Saptain T. P. Babb, will be despatched as bove TO-MORROW, the 7th inst., at DAY-IGHT. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICH and TRIESTE, all MEDITER-BANBAN, ADRIATIC, LEVANTINE and South American Ports up to Callao. Taking Cargo at through rates to PERSIAN. GULF and BAGDAD, also BARCHLONA, VALENZA, ALICANTE, ALMERIA BID MALAGA.)

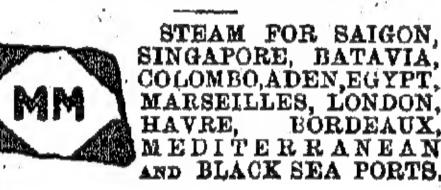
"CAPRI," Captain Belsito, will be despatched as aboveon TUESDAY, the 10th April, at NOON. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight

and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 30th March, 1906. REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR: COAST). PROPOSED SAILINGS FROM HONGKONG "AROMIHR" 10th April. "DEN OF KELLY" ... 17th April.

For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, 3rd March, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



THE Steamship

"ARMAND BEHIC!" Captain Guionnet, will be despatched for: MARSEILLES on TUESDAY, the 17th April, at 1 P.M. Passage tickets and through Bills of Lading

issued for above ports. Cargo also booked for principal places in Europe. Next sailings will be as follows:

S.S. "ERNEST SIMONS" ... 1st May. S.S. "POLYNESIEN" ... 15th May. S.S. "CALEDONIEN" ... 29th May. S.S. "SALAZIE" 12th June. S.S. "TOURANE" ... 26th June. G. DE CHAMPEAUX. Agent. Hongkong, 4th April, 1906.

THE ORIENTAL PACIFIC LINE. FOR SAN FRANCISCO VIA PORTS.

HINE Steamship "DAKOTAH,"

will be despatched for the above Perts on WEDNESDAY, the 25th April. For Freight, apply to SHEWAN, TOMES & CO., Agents. Hongkong, 9th March, 1906.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL. With liberty to call at the Mulabar Coust. THE Steamship

"INDRAWADI," Captain R. Hill, will be despatched as above on or about the 26th April. If sufficient inducement is offe ed. For Freight, apply to

JARDINE, MATHESON & Co., Hongkong, 31st March, 1906.

HONGKONG-MACAO LINE

S.S. "WING CHAI," Captain T. Austin, E.N.B. THIS Steamer departs from Hongkong, on

Week Days, at 8 A.M.; and on Sundays. at 8.30 A.M.: Departs from Macao on Week Days. about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits FARES (week days) lst Class including cabin and servant), Single \$3, Return Ticket \$5

2nd Class 31. 3rd Class 50 cents. Every Sunday will be on Excursion, at the following rates: 1st and 2nd Class, Single Ticket S1, Return \$2. 3rd Class, Single 30 cents, Return

50 cents, Steerage 10 cents. Meals can be had on board. Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge, of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for

two or more Passengers, will be charged \$3 First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on produce-tion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available

for thefollowing day. The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Srteet. MING ON & CO.

2nd Floor, 16, Victor Street. Hongkong, 7th Ostober, 1904.

STEAMSHIP COMPANY. LD. OCEAN MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES. FORTNIGHTLY SAILINGS FR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAVING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

		OUTWARDS.	÷
	FROM	STEAMERS	DUR
	GLASGOW and LIVERPOOL	"CALCHAS"	On 5th April.
	GLASGOW and DIVERPOOL.	"MOYUNE"	On 14th April.
	GLASGOW and LIVERPOOL	"TEUCER"	On 14th April.
	GLASGOW and LIVERPOOL	"DARDANUS"	On 21st April.
	GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.
	GLASGOW and LIVERPOOL	TARONS	
	GLASGOW and LIVERPOOL	"JASON" "DEUCALION"	On 28th April
	GLASGOW and LIVERPOOL	"DESUCALION	On 5th May.
	GLASGOW and LIVERPOOL	"TYDEUS"	On 12th May.
	GLASGOW and LIVERPOOL	"HYSON"	On 12th May,
		HOMEWARDS.	
	FOR	STEAMERS	TO SAIL
	AMSTERDAM, LONDON and)	"DIOMED"	On 10th April.
	• GENOA, MARSEILLES and }	"MACHAON"	On 20th April.
	LIVERPOOL	141103111111111111111111111111111111111	. OL BOM Expire.
	AMSTERDAM, LUNDON and	"KINTUCK"	On 24th April,
	ANIWEST CONTROL and I		
	AMSTERDAM, CONDON and }	"BELLEROPHON"	On 8th May.
	· GENOA, MARSEILLES and]	"HECTOR"	On 20th May.
	LIVERPOOL	ILIOT ON PROPERTY.	OH Some Meal.
	AMSTERDAM, LONDON and }	"CALCHAS"	O., 30, 4 35.2
v	ANTWERP	"CALCHAS"	On 22nd May.
	AMSTERDAM, LONDON and		
	ANTWERP	"JASON"	On 5th June.
	* Taking C	argo for Liverpool at London Rate	8,
	· · · · · · · · · · · · · · · · · · ·	,	
	TRANG	PACIFIC SERVICE	

TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA EASTWARD.

	J. 12117 E	14 Th Walted	T.
FOR	4	STRAMERS	TO BAIL
VICTORIA, SEATTLE, Tall PACIFIC COAST PAGASAKI, KOBE at HAMA	nd YOKO ("TEUCER"	On 18th April. On 16th May.
II.X.III.Z.	WEST	WARD.	
	VICTORIA }	"NINGCHOW" "YANGTSZE"	On 25th April, On 25th May,

For Freight, apply to-

CHINA NAVIGATION LIMITED.

BUTTERFIELD & SWIRE,

AGENTS.

FOR	BTHAMRES	TO SAIL
SHANGHAI	+ "YOCHOW"	On 7th April.
MANILA	* "TEAN"	On 10th April.
NINGPO and SHANGHAI	† "CHINKIANG"	On 11th April.
STIANOTAT	+ "SHAOHSING"	On 11th Aneil
YOKOHAMA and KOBE	* "TAIYUAN"	On 11th April.
YOKOHAMA and KOBE	"KASHING"	On 12th April.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND,		
DARWIN, THURSDAY ISLAND,		
COOKTOWN, CAIRNS,	1 "CHINGTU"	On 20th April.
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNEJ		100
* The attention of Passengers is directed	d to the superior accomm	odation offered by th
the contract of the contract o	La abada Titalah Tradisa 11a4 (1	7-7-1- 4 4-1

eleamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtese and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANHA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE. AGENTS.

111

Hongkong 29th March, 1906

Congress, 20th March, 1906

PACIFIC ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

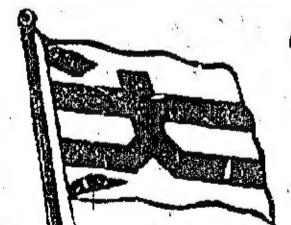
THE ONLY LINEITHAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 2 Pays Across the Pacific is the "EMPRESS LINE," Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

	The state of the s	
1	PROPOSED SAILINGS.	(Subject to Alteration)
R.M.S.	4	LEAVE HONGKONG ARRIVE VANCOUVER.
" ATHENIAN"	3,882 Tons	WEDNESDAY, 11th April 5th May.
"EMPRESS OF I	INDIA" 6,000 ,,	WEDNESDAY, 18th April 9th May.
"MONTEAGLE".	5,500 ,,	WEDNESDAY, 2nd May 26th May.
"EMPRESS OF J		WEDNESDAY, 9th May 30th-May.
"TARTAR"	4,425	WEDNESDAY, 23rd May 16th June.
"EMPRESS OF C	CHINA" 6,000 ,	WEDNESDAY, 30th May 20th Jone.
THE Quickest ro	oute to CANADA, UN	ITED STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE. YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class,.....via St. Lawrence £60; via New York £62. Intermediate on Steamers) and 1st Class Rail R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments For further information, Maps, Routes, Handbooks, Bates of Passage and Freight, apply to D. E. BROWN, General Agent, Corner Pedder Street and Praya, opposite Blake Pier



OSAKA SHOSEN KAISHA. REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

•		
FOR	THE CO, d B.S.	LBAVING
* TAMSUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 8th April,
AND AMOY	Н. Онта	f at 10 A.M.
* TAMSUI VIA SWATOW	"DAIGI MARU"	SUNDAY, 15th April,
AND AMOY	S. TAGAMI	f at 10 A.M.
+ SHANGHAI VIA SWATOW,	"ANPING MARU"	FRIDAY, 6th
AMOY AND FOOCHOW	K. Shiraki	April, A.M.
+ SHANGHAI VIA SWATOW,	"SHOSHU MARU"	TUESDAY, 10th April,
AMOY AND FOOCHOW		A.M.
ANPING VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 18th
AND AMOY	Merlin	April, A.M.
 These Steamers have excellent 	accommodation for First-class	Passengers, and are fitted
throughout with electric light. Unr		

Taking Cargo on through Bills of Lading to all Yangteze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office 8, Des Voux Road Central, Hongkong, 29th March, 1906. T. ARIMA, Manager, 14

NORTHERN PACIFIC LINE.

BOSTON E. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Captain.

Sailing Date.

i.	2.0			
SHAWMUT		9,606	E. V. Roberts	On 28th April

1 Cargo only.

Tone.

Steamer.

Hongkong, 22nd February, 1906

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-serew s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures stendiness at sea. Electric fan in ouch room. Barber's shop and steam laundry. Cargo carried n cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to-DODWELL & CO., LIMITED, GENERAL AGENTS. Queen's Boundings.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PO T SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PARSHNORAN AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN. NORTH AND SOUTH AMERICAN PORTS. PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

SAILING DATES.

	OARYMER	F +			1				DAING.
								1906	
PRINZ	REGEN	T LÜI'	TPOLI)	•	144	WEDNESDAY		11th April
PRINZ	EITEL	FRIÉI	RICH	411	5		WEDNESDAY		25th April
SACHE							WMDNLSDAY	1+1	9th May
PRINZ	HEINR				Y	114	WEDNESDAY	100	23rd May
ROON				. 114			WEDNESDAY		6th June
PREUS	KARE	4.				1	WEDNESDAY		20th June
ZIETE	_		7				WEDNESDAY		4th July
	ENAU						WEDNESDAY		18th July
HAYE							WEDNESDAY		let August
DUIND	REGEN	ידוד.ד"יז					WEDNESDAY	100	15th August
AT LULIN A	EITEL	an int	NIS TABLE				WEDNESDAY		29th August
		L TOTAL	THECH	***		***	WEDNESDAY	* ***	10th Conton
SACES	SEIN	***				111	HEDRESDAT	187	12th Septembe

IN WEDNESDAY, the 11th day of APRIL, 1906, at Noon, the Steamship "PRINZ REGENT LUITPOLD," Captein H. Kirchner, with MAILS, PASSEN-GER", SPECIE and CARGO, will leave this Port as above. Calling AT NAPLEY and GENOA. Shipping Orders will be granted till Noon, on Monday, the 9th April. Cargo au-Specie will be received on Board until 5 P.M. on TUESDAY, the 10th April, and Parcel. will be received at the Agency's Office until NOON, on Tuesday, the 10th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

and Paccels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stawardessea.

Linen can be washed on board.	•		•
RATES OF PASSAGE MONEY FROM HONGKING:	1st Class 2	and Class	3rd Class
TO NAPLES, GENOA AND GIBRALT	£61 0 0	£42 0.0	£22 0 0
return	~91 0 O.	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN			
AND HAMBURG	65 O O	44 0 C	24 0 0
return	97 0 0	66 0 0	36 0 0
TO NEW YORK VIA SUEZ	-	•	
VIA NAPLES, GENCA OB GIRRALTAR	€4 0 0	44 0 0	26 0 0
return	115 0 0	79 0 0	47 0 0
VIA BREMEN OR SOUTHAMPTON	68 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0
In the event of the passenger leaving the Mail St	eamer at Naples,	Genos or	Gibraltar ar
travelling to Bremen or Southampton overland THE SA	HE RATES TO BE	APPLIED A	S VIA NAPLE

GENOA OR GIRRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's FATHE Steamship TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from

SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from -ingapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, how yer, not included. INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer. from PORT SAID. JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA. FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE. PROPOSED SAILINGS FROM HONGKONG-(SUBJECT TO ALTERATION).

SAILING DATES STEAMER PRINZ SIGISMUND TUESDAY, 1st May, 4763 tons ... WILLEHAD ... TUESDAY, 29th May, PRINZ WALDEMAR ... TUESDAY, 26th June.

N TUESDAY, the 1st MAY, at Noon, the Steamship "PRINZ SIGISMUND." Captain 1.enz, with Mails, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY PROM HONGKONG:

. !				,	ls	t Class	2nd Class	3rd Class	s lgt	Class 2nd	d Class
' '	To	MANILA	*** ***	104	***	\$ 50.—	\$30	\$20	return	\$80.—	35 0.—
	To	NEW GUINEA	***	1 8 4		£28.—	£18.10	£14.00	return	£42.—	£27.15
	-	BRISBANE		****	100	£30	£20	£14	return	£54	£36,
l	To	SYDNEY	***	1.00		£33.—	£23.—		return	£59,10	£41.10
}	To	MELBOURNE	144 194		***	£34.10	£24.10	£16.—	return		£44.5
	To	YOKOHAMA	*****		8	80.00	\$ 60.00	\$ 40.00	return	\$170.00	\$120.
1	To	KOBE " ·	***		\$	95.00	\$ 70.00	\$ 50.00	return	\$170.00	3120.
	To	YOKOHAMA a		om `K	\mathbf{OBE}				d		•
		to HONGKONG					\$100.00		4, 4		
		THR	OUGH RAT	ES OF	PASSA	CE Mo	NEY FRO	M Hong	KONG:	lst C	lass

To EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0. TO EUROPE VIA AUSTRALIA AND AMERICA From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s stramers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE YOKOHAMA and KOBE ... PRINZ SIGISMUND ... Tuesday, 10th April. SHANGHAI, NAGASAKI, SACHSEN... ... Wednesday, 11th April.

KOBE & YOKOHAMA ... SHANGHAI, NAGASAKI, PRINZ HEINRICH Wednesday, 23rd April. KOBE & YOUGHAMA * Reaching Yokohama in less than six days. TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O. S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the orddentscher Lloyd are issued at the following Rates :-To London via Plymouth or Southampton £62. 0. 0. To Naples, Genoa via Gibraltar

NORDDEUTSCHER LLO7D.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1306.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STHAMER	From	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHI	JAPAN	First half of April	JAVA PORTS	First half of April
TJILIWONG.	JAVA	First half of April	APAN via SHANGHAI	First half of
TJIPANAS	JAPAN	Second half of	. JAVA PORTS	First half of
TJILATJAP	JAVA	Second half of J	APAN via SHANGHAI	First half of

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 375. Hongkong, 26th March, 1906.

VESSELS ON THE BERTH FOR SINGAPORE & CALCUTTA.

THE Steamship.

" SHAH ALLUM," expected here about the 10th inst. from Kobe, will be despatched on the 13th inst. for the above Ports. Will also call at Rangoon if sufficient inducenent offered.

For Freight and Passage, apply to A. M. ESSABROY. Hongkong, 3rd April, 1908.

NURDDEUTSCHER LLOYD, BREMEN. NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship.

"BORNEO." Captain F. Sembill (ready to load on THURS-DAY, 12th inst.), will leave on SATURDAY, the 14th inst., at 9 A.M. For Freight or Passage, apply to NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents. Hongkong, 4th April, 1906, EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at MANILA, PORT DARWIN and

Cargo to Adelaide, New Zealand, Tasmania, &c.) THE Steamship EMPIRE."

Captain Helms, will be despatched for the above Ports on SATURDAY, the 28th inst., This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of Jules Terray, French str., 300, Sap, 30th Mar. passengers the steamers of the Company have electric fans fitted in statercoms, For Freight or Passage, apply to

GIBB, LIVINGSTON & Co. /A gents. Hongkoug, 3rd April, 1906.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. I WITH LIBERTY TO CALL AT THE MALABAR

COAST). "SENECA,

Captain Grimes, will be despatched as above on or about the 4th May. For Freight or other information, apply to STANDARD OIL COMPANY OF NEW YORK Oriental Freight Department.

Hotel Mansions. Hougkong, 5th April, 1906.

SHIPPING IN PORT.

STEAMERS ALDERSHOT, British str., 1,354, W. W. Adam. 16th March-Fromantle (W.A) 25th Feb.,

Sandslwood,-Bradley & Co. AMEER, British steamer, 2,500, W. T. Hall, 4th April-Singapore 25th March, General -Sander. Wieler & Co.

ANDREE RICKMERS, German steamer, 1,020, Chr. Kumpel, 25th March-Bangkok 14th Peleus, British str., 4,000, W. Hannah, 20th March Kobsichang 18th, General.—Butterfield & Swire. Anghin, German steamer, 1,100, Reimers, 29th.

March-Bangkok 22nd March, General,-Butterfield & Swire. ANPING MARU, Jap. str., 1,698, M. Shiraki 3rd April—Shanghai 26th March, General. -Osaka Shosen Kaisha.

APENBADE, German str., 611, Ganthard, 31st March - Pakhoi 28th March and Hoihow 30th, General-Jobson & Co. ATHERIAN, British str., 2,200 Robinson, 3rd

April-Vancouver via Shanghai 31st Mar., General.—C. P. R. BAN-YEK, American str., 900, Fabregas, 19th March-Iloilo 14th March, Sugar.-Order. BARRA, British str., 2,404, G. H. Doty, 30th March-Cardiff 15th February, Coal.-

Admiralty. BATTEN HALL, British str., I,378, C. W. Raison, 23rd March-Moji 15th March, Coal.-Dodwell & Co.

BENVENUE, British str., 2,505, R. Kroble, 31st March-London via Straits 17th February, General.- Gibb, Livingston & Co. BINH THUAN, French steamer, 2,000, Ribaut, 13th February-Wakamatsu 7th February. General.—Bradley & Co.

BORNEO, German str., 1,200, Sembill, 4th April -Sandakan 29th Mar., General.-Melchers & Co. BRAEMAR, British str., 2,316, S. L. Saxby, 30th

March-Moji 24th March, Coal.-Mitsu Bussan Kaisha. BRAND, Norwegian str., 1,520, M. Evensen, 22nd Mar.-Chinking 14th March, General.-

Chinese. Castor, Norwegian str., 775, John Martin, 3rd April-Foochow 1st April, General,-Geo. McBain. CHINGTU, British steamer, 1,459, J. McD. Howie, 21st March—Melbourne via ports

11th Feb., General, Flour.—Butterfield &

CHOWFA, German str., 1,055, F. Spiesen, 28th March- Bangkok 21st March, Rico .-Butterfield & Swire. CHUNSANG, British str., 1,417, R. Cox, 2nd April-Sourabaya 21st March, Sugar. Jardine, Matheson & Co.

CITY OF BIRMINGHAM, British steamer, 140, Watson, 31st March-Hainan 29th March, General.—Jamieson & Co. COLONDO MARU, Japanese stoamer, 2,193, K. Soyeda. 4th April-Moji 30th March, General.—Nippon Yusen Kaisha. COWRIE, British str., 3,155, A. E. M. Donnell,

3rd April-Singapore 27th Mar., General. -Arnhold, Kurberg & Co. DAIGI MARU, Japanese s'r., 857 Obta, 4th 4th April—Tameni, Amoy and Swatow 3rd April, General.—Osaka Shosen Kaisha. DAINI KOTOHIRA MARU. Japanese str., 4,167, T. Arachi, 21st Mar, -Nagasaki and Kobe via Karatsu, Coal and General.—Bismark & Co.

30th March - Rangoon 17th March, Rice -Donic, British str., 1st April Shanghai 29th March, General. - O. & O. S. N. Co. Dos Hermanos, American str., M. Marales, 31st Mar .- Mauila 27th March, Goneral. --

DAINI TIAN MARU, Japanese str., 3,00 ', K. Iton

ELISABETH RICKMERS, German str., 997, H. Botefuhr, 3rd April-Bangkok 25th March, Rice and General-Butterfield & Swire. FERNDENE, British steamer, 2,448, Fisher, 28th March-Karatsu 22nd March, Coal -GENERAL PEL, Dutch str. 800, P. Ponssen.

5th March-Muntobvia Pakhoi and Heihow 21st Feb. Wood and Coals.-Java-China-Japan Lijn. GLENOGLE, British str., 2,399, W. T. Larkins, 18th March, Singapore 13th March, General.—Order.

GLENROY, British str., 3,1 11. Temporley Darke, 4th April-Singapore 28th Mar., General, McGregor, Bros & Gow. QUEENSLAND PORTS, and taking through | HAICHING, British str., 1,267, Hodgins, 4th April-Coast Ports 3rd April, General,-

Douglas Lapraik & Co. HAILAN, French str., 373, L. Anderson. 23rd Merch-Pakhoi v'a Hoihow 21st March, General.-A. R. Marty. HANOI, French str., 739, P. Merlees, 8th Morch

Manila 4th March, Ballast .- A. R. Marty. HEIMDAL, Norwegian str., 762, Lohnoso, 29th March-Iloilo 24th March, Sugar. - Dodwell & Co. Houstein, German str., 900, Neigabr, 35th March-Haiphong and Holhow 26th Mar.

General --- Jebsen & Co. Hydra, British str., 2,675, J. B. Kent, 16th. Jan .- Moji 10th January, Coal .- Bradley

. - Haiphong 28th Mar., Ballast .- Melchers. · & Co. Kobs. Austrian str., 2,200. Ukerbeish, 30th Murch- Moji 23rd March, General.-Dodwell & Co.

KWANGLEE, Chinese str., 1,468, B. Lincoln.

30 h Mar. - Shanghai 27th Mar., General. LARRIES, British str., 1,340, Jas. B. Jackson, 18th Mar. - Saigon 14th March, General. -We Fat Shing.

LENNOX, British str., 1,228, F. McNair, 25th March-Japan via ports 19th March, Coal. Dodwell & Co. LOONGSANG, British str., L.092, A. E. Sandback,

2nd April-Wanila 30th March, General. Jardine, Matheson & Co. MAHA VAJIRUNHIS, Dutch str., 617. C. A. W. Rhee, 4th March-Muntok via Pakhoi and Hollow 19th Feb. Sugar.-Java-China-Japan Lijn

MANILA, British sir., 2,711. A. W. Anderson, 4th April-Antwerp 11th Feb., General. P & O. S. N. Co.

Manug Maru, Japanese str., 2.203, Toyoda, 27th March-Wakamatsu 18th March General.—Mitsui Bussan Kaisha. MAUSANG, British str., 1,644 Houghton 27th

Mar.-Sandakan 21th March. Timber and General - Jardine, Matheson & Co. Mencenes, British str., 4,000, J. S. MacGregor, 8th Feb.—Pulo Condore Island 3rd Feb. NAMSANG, British str., 2,591, G. Payne, 2nd April—Calcutta 18th March, General.— Jardine, Matheson & Co.

March, —Amoy 19th March, General,— Butterfield & Swire.



N AMSIM

SHIPPERS Cutler, Palmer & Co., London.

AGENTS SIEMSSEN & CO., HONGKONG.

A Mail for MACAO, is despatched per s.s. Wingchai on week-days at 5.00 p.m. . On Sunday the mail for Mucao is closed at 8.00 a.m. Mails for Canton, Samshul and Wuchow are closed on week-days at 7.30 a.m. and at, 5,00 p.ta.

Mails for *CANTON, NAMIAO, SANBUB, *KONGMOON, *KUMCHUE, *SAMSHUI, and Whom are closed every weekday, at 5 p.m. On Sundays the mails are closed at 8 a.m. despatched to these places on Saturday evenings, unless previously notified.

	*No mails are despatched to those places on	Corntagy evenings,	onters broading a property
	MAILS WI	LL CLOSE	
Ą.	FOR	PKR	DATE
	The second secon	Physical	Friday, 6th, 9.00 A.M.
- 1	Banckok	Phranary	Friday, 6th, 11.00 A.M.
	tel & also and Yokoballik	Ameer	Friday, 6th, 11.00 A.M.
	Singapore Colembo and Bommy	Colomba Marn	Friday, 6th, 11.00 A.M.
2.7	(! Limbring the	M. Struce	
	Margarette and the second seco	Heungshan	Friday, 6th, 1.15 P.M.
	Changelini	Tingrang	Eriday, 6th, 2.00 P.M.
	Shanghai and Vhelivostock	Loongmoon	Friday; 6th, 2.00 P.M.
	SHANGHAL	Devanled	Friday, 6th, 3.00 P.M.
	Shanghai	Kwanglee	Friday, 6th, 3.00 P.M.
	Manila	Longsang	Friday, 6th, 3.00 P.M.
	Holliow, Singapore and Bangkok	Anghin	Friday, 6th, 5.00 P.M.
	Amov. Straits and Rangoon	Palamenta	Friday, 6th, 5.00 p.m.
	Amoy and Manila,	Zafero	Saturday, 7th, 9.00 A.M.
÷	EUROPE. &c., India via l'uticoria		Saturday, 7th,
	(Late Letters 11.06 to 11.30 A.M. Extra		Printed Matter and Sam-
	Postage 10 cents.)		ples 10.00 A.M.
	supplementary mail on board up to the	4	Registration 10.00 A.M.
	is applementary must be board up to case		(Registration, with late
i	time fixed for departure of the mail,	Oceanat	fee of 10 cents, up to
	Latra Postage 10 cents:	Cortain	10.45 A.M.)
•	(Letters posted in all the Pillar Boxes	96 HJ	Registration Kowloon
	in time for the first clourance will be		В.О 10.00 А.М.
	included in this contract made in this contract		No late fee.
	The Parcel mail will be closed at 5 p.m.	3	
	to-day		Letters 11.00 A.M.
•	4.00	Heungshau	Saturday, 7th, 1.15 P.M.
	IN I TO THE PROPERTY OF THE	The second of the second secon	Saturday, 7th, 2.00 P.M.
		A DESCRIPTION OF PRIVATE AND	Saturday, 7th, 2.00 P.M.
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	ent 1 A	The state of the s	Saturday, 7th, 5.00 P.M.
	W. W	The property and Chapter and any or all the Period State Co.	Monday. 9.h, 1.15 P.M.
	Singapore, Penang and Bombay	Capri . A.	Tuesday, 10th, 10.00 A.M.
'	Eingapore, Canada and Manage		Tues tay, 10th,
		,	Printed Matter and Sam-
			рієв 10,00 м.м.
,	A TANKE BOOK YOUNGERS		Registration 10.00 A.M.
	SHANOTIAL NAGLERIL ROBE, YOROHADA.		(Registration, with late
	TINDESTRUCTION AND PRANCISCO CONTRACTOR		1 - 1

	ime fixed for depar	dure of the mail.	4 7	10.40 A.M.)
	into made and dispersion			Registration. Kowloon
1	xtra postage 10 cen	**************************************		. В.О 10.00 д.м.
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	- 5			Letters 11.00 A.M.
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Manila.	*************			A CHROSHEL FACE
•			4	! Printed Matter and Sam-
		•	A TOTAL	ples 9.00 A.M.
	Manager Ma	VOKMIAMA	Athonian	The second of the second of the second
SHANGI	TAI, DIAGASAKI, KU	THE A VEHICLE	So Alberdan	5 The State State of The college

(Supplementary mail on board up to the } . Dorn.......

VICTORIA and VANCOUVER (B.C.)	Registration, Kowloon B.O 9.00 a.m.
	No late foe. Letters
EUROPE, &C., INDIA VIA TUTICORIN	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O10.00 A.M.

the 9th April.

on 6th inst.

the 7th inst.

about the 10th inst

on the 2nd April, at 10 a.m.

about Tuesday, the i0th inst.

morning, the 8th iust.

TO-MORROW. Ordinary Annual Meeting, China Light and Power Co., Ltd., Co.'s Office, 11.45 a.m. Sale, Polcin Curios, Sales Rooms, Mr. Kieno, 2.30 p.m. Sale; Household Furniture, Sales Rooms,

▼. 1. Remedies, 2,30 p.m. Annual Dinner, Davonian Society, Hongkong Hotel, 8 p.m.

COMMERCIAL. ----

ALABINA ATTORIAMINATO

On London.— April 14 Telegraphic Transfer	th.
Bank Bills, on demand 2.02 Bank Bills, at 30 days' sight 2.02	
Bank Bills, at 4 months' sight2.03 Credits, at 4 months' sight2.1 Dooumentary Bills, 4 months' sight 2.11	
On Paris.— Bank Bills, on demand	
Credits, at 4 months eight	
On demand	
Bank Bills, on demand	-1-
Telegraphic Transfer	
ON CALOUTTA.— Telegraphic Transfer	
Pank, on demand	
Private, 30 days' sight	
ON MANILA.—On demand—Pesos —100 ON SINGAPORE.—On demand 141 p.o.	, p.ш
ON BATAVIA.—On demand 1231 ON BAIRBONG.—On demand 314.0	

	OPIU	M.			
				April 4th.	
	unotations are: Ailo	W'ca	net	to I catty.	
	Malwa New 1970	to		per picul.	
	Malwa Old	to		er.	
	h.siwa Older\$1070	to	-	19	
	Malwa V. Old\$1139	to	-		
	Persian fine quality \$1000	to	-	}>	
	Possian extra fine\$1050	to	-	10	
	I atua New \$8821	to	-	per chest.	
	Patna Old	to	-	19	
-	Benarcs New\$825	· to	_	m'	
	France Old	to.			

On Alcon,—On demand 3 p.e. p.m.

Sovereions, Bank's Buying Rate ... 9.75

G ... LEAF, 100 fine, per tael51.00

VESSELS EXPECTED.

regulation and the second second THE CANADIAN MAIL. The C.P.R. str. Empress of India arrived at Kobe at 6.30 p,m, on Wednesday, the 4th inst., and left again at midnight same day for Shanghai, where she is due to arrive at 11 a.m., on Sunday, the 8th inst. THE GERMAN MAIL.

The I.G.M. str. Sachsen carrying the German Mails with dates from Berlin of the 13th March, left Colombo on Sunday, 1st just., at a.m., and may be expected here on or about Wednesday, 11th inst.

MERCHANT STEAMERS. The Mogul Line str, Sikh sailed from Birkenhead for China and Japan on the 28th Feb. - The str. Shimosa sailed from New York on

the 16th Jan. The Barber Line str. Saint Egbert sailed from New York for China and Japan on the 14th March. The I.G.M. str. Prinz Sigismund left Sydney on Saturday, 17th March, and may be expected here on or about Monday, 9th April.

The P. & O. str. Ceylon left Singapore for

this port on the 31st March at 4 p.m.

TOTATE STOCK STADES

	Hongkong, April 5th.		
COMPANY.	PAID UP.	QUOTATIONS.	
4		****	
Albambra	\$200	\$100.	
Banks		,	
Hongkong & S'h	ai \$125	\$860. sales & sel London, £90	
National B, of Chi	na -	L.	
A. Shares	£5	\$40, buyers	
Bell's Asbestos E. A	1 12s. 6d.	\$71, sales	
China-Borneo Co.,		\$61; buyers	
China Light & P. Co China Provident	\$10	\$9.	
0.4. 3490			
Cotton Mills—	Ma 50	TIL 24 - 21-	
Hongkong		Tls. 64, sellers \$164, sellers	
International	Tls 75	Tis. 61.	
Laou Kung Mow	Tls. 100	Tls. 674.	
Soychee	Tls. 500	Tls. 300	
Dairy Farm		\$16.	
Dealer and Wil			
Docks and Wharves	Tis. 100	me Her house	
Farnham, B. & Co		Tls. 1182, buyers	
H. & K Wharf &	G. \$50	\$102,	
H. & W. Dock	\$50	\$170, sales	
New Amoy Dock		\$164, buyera	
Shai & H. Whari	Tls. 100	Tls. 21 22, x. d.	
Fenwick & Co., Geo	\$25	\$21.	
G. Island Cement.	* \$10	\$30.	
Hongkong & C. Gas	210	\$175, buyers	
Hongkong Electric	\$10	\$164.	
Do. New	\$10	\$16, sellers	
H. H. L. Tramways	\$100	\$215, buyers	
Hongkong Hotel Co	\$50	\$133, buyers	
Hongkong Ice Co		\$230.	
Hongkong Rope Co	\$ā0	\$143.	

Hongkong Rope Co	₿ ቒ0	\$143.
H'kong S. Waterboat	\$10	\$10, sellers
Insurances—	ř	
Canton	\$50	\$360, sellers
China Fire	\$20	\$86, buyers
China Traders	\$25	\$97.
Hongkong Fire	\$50	\$300, buyers
North China	£5	Tla. 924.
Union	001\$	\$700, sellers
Yangtsze	\$60	\$180.
Land and Building		
HongkongLandiny.	C01	\$115, buyers
Humphrey's Estate	\$10	\$114, sellers
Kowloon Land & B.	\$30	\$39, buyers

atter and Sam-	Shanghai LandTls. 50 Tls. 118, sales
9.00 A.M.	WestPointBuilding \$50 \$53, selle s
ы 900 а.м.	Mining-
ion; Kowloon	Charbonnages Fcs. 250 \$490.
9,00 A.M.	Raubs 19/10 \$3 sellers
10,00 а м.	Philippine Co
lith,	Refinerics-

fee of 10 cents, up to

No late fee.

The J.-C. J. L. str. Tjimaki left Shimonseki

via Amoy and Swatow, for this port on the 30th

March, and may be expected here on or about

36th March, and may be expected here about

The steamer Shah Allum left Kobe via Moji

The steamer Daketa (Great Northern S.S.

Line), left Yekohama via ports for Hongkong

The steamer Flintshire left Singapore on

The N.Y.K. str Den of Mains (European

Line) left Shanghai for this port on the 4th

inst., and is expected to arrive here on the 7th

The P. & A. steamer Numanting left Moji

for this port on 3rd inst. p.m., and is

due to arrive at Hongkong early on Sunday

STEAMERS PASSED THE CANAL.

Catchas, Ernest Simons, Pathan. 13th-Trieste,

Rhenamin, 3 th - Alesia, China, Patroclus.

April . 2nd-Japan. 3rd-Bechwana, Antenor.

PASSENGERS.

ARRIVED.

Per Esang, from Shanghai, Miss Watkins.

Per Oceana, from Yokohuma for London, Mr.

L. S. T. Burrell, Miss Belbin; from Kobe, Mr.

and Miss Scouton; from Shanghai for Hong-

kong, Mrs. Jaquin, Mr. and Mrs. Brums and

servant, Mr. and Mrs. Serno, Messrs. R.

Bergen, R. H. Griffiths, A. Babbington,

Alderton, and D. Law; for Singapore, Mr.

Hankin; for Colombo, Mrs. Brereton Frost;

from Kobe for London, C. P. Ritson; from

Shanghai for Brindisi, Mr. H. Cohnand servant;

for Pennng, Mr. A. Mackie; for London, Mr. and

Mrs. S. Elder. Miss Ingram, Mr. R. S. Lewis,

Mrs. Reid, children, inft. and amah, Miss Owen,

Messrs. Williams, Walker and A. M. Shaw, Mr.

and Mrs. Shaw, infant and amab; for Mar-

HONGKONG TIDE TABLE.

From April 6th to 12th, 1906.

To correct Zone Time add 23 min. and 18 sec.

Heigh)

LOW WATER.

Mean Time.

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m 4 11

1 38 д

2 20 B

Brisgavia, Indrapura, Zieten.

Major von Claer, Mr. Homberg.

seilles. Mr. McMurtrie.

HIGH WATER.

Hongkong Mean Time.

10 27 n

Thurs 12 m 10 55

March 6th-Flintshire, Aker, Lifong, 9th-

Tuesday, the 3rd inst., and is due here on or

on the 1st inst., and may be expected here on or

expected here on a reshout the 7th April.

Letters ... 11.00 A.M.

China Sugar	\$100	≅\$152, sell
Luzon Sugar	\$100	\$25.
		40.
Steamship Companies		
China and Manila	\$25	\$18, KK **
Douglas Steamship.	\$50	\$41, sales
H., Canton & M	515	\$25, selle
Indo-China S.N. Co.	210	\$94.
Shell Transport Co.	21.	24/-, buy
Star Ferry	\$10	\$32, buy
Do, New	\$5	\$23, soile
Shanghai & H. Dyeing	\$50	\$5U.

South China M. Post... \$25 . \$20, rellers Steam Laundry Co.... \$5 **\$7.** sellers \$5 \$64, sellers The J.-C.-J. Lijn str. Tillicong left Macassar Stores & Dispensaries for this portion the 30th March, and may be Campbell, M. & Co. \$10 \$36. Poweli & Co., Wm..; The O.S.S. and C.M.S.N. Co. str. Calchas left Singapore on 1st April, and is due here Watkins.... Watson & Co., A. S. The steamer Eskelale left Singapore, on the

\$10 | \$11. \$10 : \$6, sellers \$10 | \$13. \$4 \$9. United Asbestos Do. Four ders.....

VERNON & SMYTH, Brokers. A. LING & Co., FURNITURE STORE. PLATED GLASS AND CRUCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL. Hongkone. 21st September, 1903. RUINART PERE & FILS, REIMS.

Established 1719, CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Scal, LAUTS, WEGENER & CO. Sole Agents.

Houghoug, 17th May, 1905. NATAL LINE OF STEAMERS.

Sikh, Devonha, Indian Monarch, 16th-Moyune, Teucer, 20th-Arcadia, Benalder, Suchsen. Anna. Amiral Axemons, Engineer, Avdahoff, Steipner, THE Underrigned GENERAL AGENTS 24th Dardonus, Hector, Palermo, Ping Sucy, in CHINA and JAPAN for the above Line Polynosien, St. Bride. 27th-Benarty, Indrawe prepared to issue THROUGH BILLS mayo, Oopack, Sithonia, Indrasamha, Manica. OF LADING for all the principal ports in Jason. Konangsi, Sumatra, Tourane. SOUTH AFRICA, in connection with INDO-Spezia. April 3rd-Benmohr, Lues, Palawan, CHINA STTAM NAVIGATION Co.'s fortnight'y Prin: Heinrich, St. Bede. service hence to CALCUTTA. Sailing from CAI CUTTA for CAPE PORTS every for night ARRIVALS AT HOME. March 24th - Atholl. 27th - Igo Maru, For Freight and further particulars,

apply to DODWELL & CO., LIMITED. General Agents for Chins and Japan Hongkong, 4th August, 1898

SQUARE 00 ANSIAM

SHIPPERS CUTLER, PALMER & Co., LONDON AGENTS LANE, CRAWFORD & CO. HONGKONG

NOTICES TO CONSIGNEES

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FRED. LABISZ," Captain Meyerdiercks, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alcugside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date

they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 6th April, at 3 r.m. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 31st March, 1906. S.S. "ERNEST SIMONS." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

ONSIGNEES of Cargo from Loudon ox s.s. Malapan and Dordoyne, from Havre ex s.s. Dordogne, from Bordeaux ex s.c. Ville de Dunkerque, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed

Hills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 9th April, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before

9th April, or they will not be recognised. All damaged packages will be examined on Monday, the 9th April, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Hongkong, 2nd April, 1906.

NOTICE TO CONSIGNEES. "GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO', ANTWERP AND LONDON. THE Steamship

"GLENROY." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR BISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON TO-DAY. Goods not cleared by the 10th inst. wilba-

subject to rent. No Fire Insurance will be effected. All demaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival. No claims will be recognized if not presented

within 14 days of the ship's arrival. McGREGOR BROS. & GOW Hougkong, 4th April, 1906.

BROCKLEBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE. THIHE Steamsbip

"AMEER," having arrived, Consignous of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardons Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 11th April, or they will not be.

recognised. No Fire Insurance has been effected, and an Goods remaining in the Godowns after the 11th April, will be subject to rent. Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents. Hongkong, 4th April, 1806.

NOTICE TO CONSIGNEES. FIHE P. & O. S. N. Co.'s Steamer

"MANILA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS. Consignees of Cargo by the above-named veesel are hereby informed that their goods are being landed and placed AT THEIR BISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark. and delivery can be obtained as soon as the

Goods are landed. This vessel brings on Cargo :-From London, &c.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 10th inst., at 4 P.M.,

will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 4th April, 1806.

HONGKONG, CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAU STEAMBOAL CO., LD., AND THE CHINA NAVIGATION CO., LD

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tous, Captain 11. D. Jones. S.S. "POWAN, 2,338 tous, Captain W. A. Valentine. S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas. S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd. 8.8. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p. (Saturday excepted). Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepts These Steamers, carrying His Majesty's Mails, are the largest and fastest on the Rive

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO.

Special attention is drawn to their Superior Salcon and Cabin Accommodation

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R. Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Nuor, except when

otherwise notified by Express. NOTE :- During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table. Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T Hamlin. This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Cauton every Monday, Wednesday and Friday at 7,30 a.c.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "BAINAM,' 588 tons, Captain J. Willox. S.S. "NANNING." 569 tons, Captain C. Butchart, One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8,30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACIAO STEAMBOAT CO., LD. Hotel Mansions (First Floor), opposite the Hongkong Hotel; Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LD. NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "BENVENUE," FROM ANTWERP, LONDON AND STRAITS.

★ > ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous | Mr. R. J. Birbeck Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 6th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognized All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents. Hongkong, 2nd April, 1906.

BOSTON TOW BOAT COMPANY. NOTICE TO CONSIGNEES

STEAMSHIP "LYRA, YOKO. Mr. & Mrs. T. W. Clarke FROM. TACOMA, VICTORIA, HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consigness of Cargo are hereby requested to Mr. J. Coulthart send in their Bills of Lading for countersignature and to take immediate delivery of their Mrs. Saint Edward A. Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk Mr. F. O. Davies No Fire Insurance will be effected by us in any case whatever.

Hongkong, 2nd April, 1906 "BARBER" LINE OF STEAMERS.

DODWELL & Co., LTD.,

NOTICE TO CONSIGNEES. S.S. "SATSUMA,"

FROM NEW YORK AND STRAITS. Mr. G. W. Eves Consigned of Cargo are hereby informed Mr. R. Fischer that all Goods are being landed at their risk into the Godowns of the Hongkong and Mr. and Mrs. E. B. Kowloon Wharf and Godown Company, Ld., at Kowloop, whence and/or from the wharves Mr. N. G. Frank delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject All Claims against the Steamer must presented to the Undersigned on or before the

12th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LTD. Agents.

Hongkong, 2nd April, 1906 OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

MONSIGNEES per Company's Steamer

"BELLEROPHON," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the

Mr. L. Delaney Godowns of the Hongkong and Kowloon Miss V. Douglas Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst. Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Miss Gere

All broken, chafed, and damaged Goods are to be left m the Godowns, where they will be examined at II A.M., on the 10th inst. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th inst.

will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 14th inst, or they will not be recognised. No Fire Insurance has been effected. Mr. T. Matsuki BUTTERFIELD & SWIRE,

Agents. [9-10 Hongkong, 3rd April, 1906.

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Mts, P. M. C. Silva Miss C. W. Stewart Mr. Edward Withy Mrs. & Miss Withy

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